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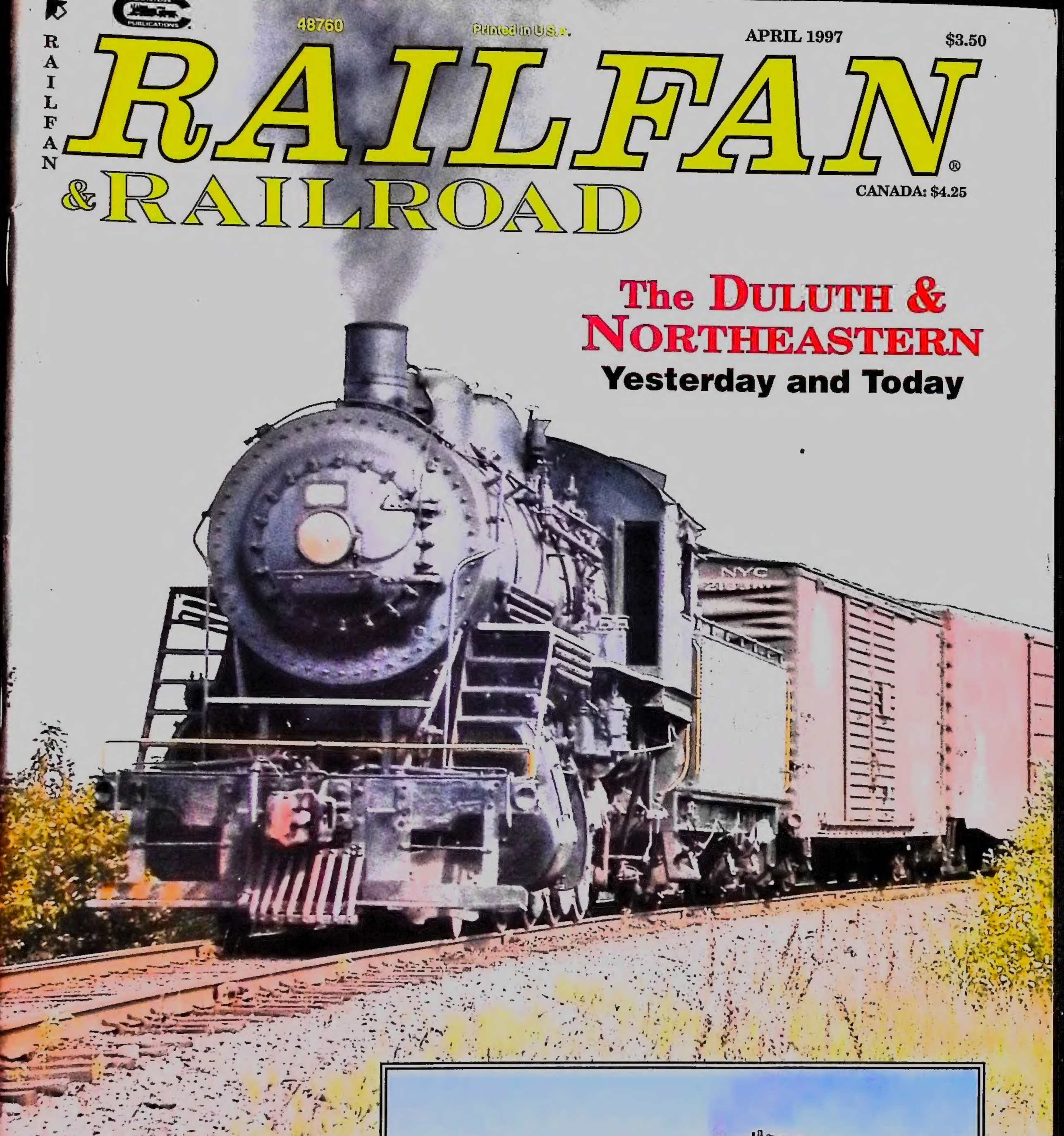

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RAILNEWS

KODACHROME: JIM OWENS

HARTWELL RAILROAD has purchased and painted two former-Rio Grande GP30s, retaining the D&RGW numbers. On December 2, 1996, 3021 and 3016 were near Bowersville, Georgia, with former RF&P GP35 136.

IDAHO NORTHERN & PACIFIC GP16 1707, originally Seaboard Air Line 1707, was under stormy skies at Emmett, Idaho (**right**). The IN&P operates more than 200 miles of track in Idaho and Oregon with an all-EMD roster.

KODACHROME: KEITH E. ARDINGER

KODACHROME: DAVID BAER

CONRAIL's CARNEGIE CLUSTER in western Pennsylvania was purchased by RailTex and will be operated as the Pittsburgh Industrial Railroad. Power for the line is former Salt Lake City Southern GP7u 2207 and several leased Conrail GP15s. The 2207 was parked at the road's office building on the former-PC&Y, in McKees Rocks, Penn., on December 8 (**left**), the second day of RailTex operations. See RAILNEWS.

JUNIATA TERMINAL SW1500 9275 made its official debut in Philadelphia on December 21, 1996, at the private car rebuilder's shop (**below**). Built in 1973 as Indianapolis Terminal 30, the switcher was most recently Conrail 9608. It is painted in a classic EMD factory livery reminiscent of the Apalachicola Northern but in B&M colors. Bennett Levin, owner of famed private car Pennsylvania 120, is also the owner of Juniata Terminal.

KODACHROME: FRANK TATNALL

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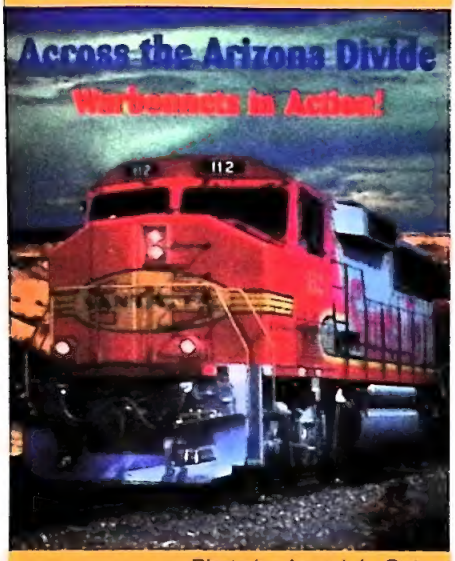
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FANMAIL

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Your comments concerning donations to railroad museums in FROM THE PUBLISHER'S DESK (R&R February 1997) were on target. Donations of artifacts and equipment are important, but you mentioned what may well be the most important donation to a rail museum, that of volunteer time. The volunteers are what keep many rail museums viable, and we at the Mid-Continent Railway Museum are no exception. With a limited paid staff, I continue to be amazed by the quantity and quality of the work that our volunteers produce year after year.

THOMAS J. O'BRIEN, JR., president
Mid-Continent Railway Historical Society, Inc.
North Freedom, Wisc.

Old timer?

I'm trying to decide if I should be offended by the RAILFUN cartoon in the February issue, or if I should just realize that maybe I have become a railfan "old timer." I've never heard of Parmalee Transfer, but I still do occasionally use my 8mm movie camera for train action photography. By actual count, I still have eight rolls of VP616 film in my refrigerator plus one roll of VP122! Not only do I still think a freight train "looks funny" without a caboose, I also miss small town depots, roundhouses and Baldwin diesels.

Come to think of it, it *is* becoming more difficult for me to hold on to my walker while trying to shoot my Kodak Autographic 3-A postcard camera off of a tripod with a cable release.

Will you still accept my subscription renewal?

TOM LAWSON, JR.
Birmingham, Ala.

It's a hobby

Like you, I have been reading the ever-mounting pile of commentary in various periodicals on the subject of railroad photography. It's truly amazing that so many factions exist in such a small avocation. But of all the editorial comment and letters, I think Jim Boyd best captured the essence of this issue in the February 1997 CAMERA BAG. Having been at this hobby for many years myself, I believe his wisdom and maturity was evident in this column.

Railfan photography is merely a hobby, and the vast majority of us should be doing it for fun, regardless if it's a low-sun roster shot of a UP SD40-2, or a dramatic back-lit photo of a freight working up Donner Pass. Who really cares what kind of slide film is "best," or whether or not it's important to keep accurate records of every unit in the consist or the train symbol — enjoy yourself; have a good time! And for those of us who purport to be journalists or historians, whether full-time or free-lance, we should understand the implied responsibility for producing relevant and accurate material. And if we don't — well, the market can be the ultimate judge between the "quality" items and the strictly-"foamite" material.

I can also relate to your comment concerning everyday old stuff becoming "great" after enough years pass. Photos I made in the early '60s of RS3s, F7s, E-units and "vintage" passenger trains seemed ordinary at the time, but they now qualify as "classics."

Congratulations, Jim. Of all the drivel printed on this subject of late, you alone have spoken for me. I suspect a significant number of other "long in the tooth" photographers might have similar feelings.

RON FLANARY
Big Stone Gap, Va.

The past is present

Bill Christopher's article on Metra's new service in the February 1997 R&R was very informative and an enjoyable read. As a Soo Line fan and a member of the Soo Line Historical Society I was proud that the plans used for the recreation of the Lake Villa, Illinois, station were available and that the society was able to supply them. I am looking forward to more articles about Midwest railroading by Mr. Christopher.

LYLE WALTER
Ottawa, Ontario

We know it's not Petticoat Junction

A few friends at NJ Transit informed me that the site of the over-and-under shown in "One Frame — Five Trains" on page 57 of the February 1997 issue is known on NJT as "Kearny Junction," which includes the high-speed interlocking for the MidTown Direct trains. The last thing I did before sending the photo in was check with an Amtrak road foreman who told me the location was known as "Allied Junction." My initial manuscript called it "Hudson Junction," which is what I recalled from visiting Amtrak's former-PRR Hudson Tower which governs that area.

It turns out the NJT term is correct: Kearny Junction (pronounced "CAR-nee"). Allied Junction was a working name for the area that includes the new Allied Junction station being constructed in the Meadows to serve NJT's Bergen County Line, Main Line and Northeast Corridor. All of the construction for Allied Junction is east of the photo. On Amtrak, the interlocking where NJ Transit enters the NEC is called SWIFT, named for the meat packer, since the junction is on the site of the switches that once served a Swift plant in the Meadows.

MIKE DEL VECCHIO
Newton, N.J.

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KODACHROME: BILL LANG / NORCO, LA. NOV. 10, 1996

Belle's Back!

ON SEPTEMBER 2, 1940, Kansas City Southern began running a diesel-powered streamliner between New Orleans and Kansas City. That train was named the *Southern Belle*. The train made its last runs on November 2, 1969 — 29 years and two months after its introduction — ending all passenger service on the KCS. Now, 26 years later, *Belle* is back — well sort of. The new *Southern Belle* is KCS's business train.

On May 15, 1995, Michael Haverty was hired as president of the Kansas City Southern Railway. While president of the Santa Fe, he had reintroduced the railroad's famous red-and-silver warbonnet livery on the new "Super Fleet" locomotives. It didn't take long for Mr. Haverty to decide that the KCS needed a passenger train to project the image he wanted, and that train would be named the *Southern Belle*!

When Mr. Haverty came on board, the railroad's passenger fleet consisted of three heavyweight business cars and a remodeled diner. A search for suitable locomotives turned up four former-VIA F-units — two from Independent Locomotive Service and two from the Ohio Central — and the passenger cars were refurbished. For most of the original *Southern Belle's* career, its locomotives were painted predominately yellow, while its cars were Brunswick green and later black. Mr. Haverty decided to copy the cars' black paint scheme on the new *Belle* and to use it on the new locomotives as well.

In November 1995, just six months after Mr. Haverty arrived, an abbreviated version of the new *Southern Belle* made its debut in Kansas City. The train consisted of FP9A's 1 *Meridian* and 4 *Vicksburg* and office cars 980 *Kansas City* and 1887 *Arthur E. Stilwell*. The two locomotives were originally Canadian National (later VIA) 6512 and 6507. The *Kansas City* was originally KCS car *Kay See*, while the *Stilwell* was previously MidSouth Rail's *The Prospector* and originally Frisco's *Tennessee*.

The railroad's other two cars entered service in early 1996. Office car 99 *New Orleans* was previously the *Tolmak*, an anagram made up of the first letter of each state served by the KCS before its recent expansions, and originally Chicago Great Western 100. Lightweight lounge car 56 *Jackson* was previously diner 56 and originally the 58 *Mountain Home*. F9B 3 *Pittsburg* (below) entered service in late October 1996 and was originally CN 6616. The fourth passenger unit will be FP9A 2 *Shreveport*. It was originally CN 6504 and is not yet in service.

The new *Southern Belle's* latest configuration of F9 A-B-A power and four matching cars left Kansas City on November 4, 1996, and worked its way south through Shreveport and Baton Rouge to arrive in New Orleans on a sunny Sunday November 12. Thanks to the efforts of Bill Ertman, most the *Belle's* scheduled moves are posted on the internet. A daylight run on the weekend, advance notice and good weather added up to a perfect day for railfans in New Orleans — MICHAEL PALMIERI and BILL LANG.

KODACHROME: BILL LANG / NEW ORLEANS, LA., NOV. 10, 1996

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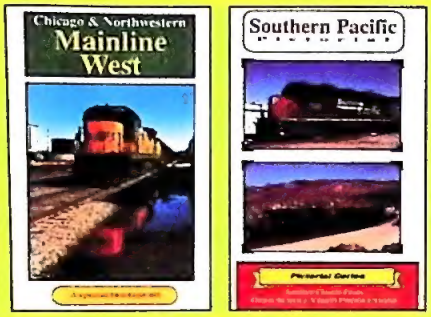

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EXTACHROME: CHRIS HAUF

A Second Chance

IT WAS THE START OF THE SUMMER of 1989. I had just graduated from Montclair High School in Montclair, N.J., and had one summer left before the biggest change in my life to date: going to college at Rochester Institute of Technology in Rochester, N.Y. As a member of two local NRHS chapters in northern New Jersey of which Editor Boyd was also a member, I had come to know him quite well. I can now remember vividly every time I would see him that summer he would tell me to go to SEPTA's Norristown High Speed Line near Philadelphia. You see, the Norristown line had been home to the Philadelphia & Western's Brill Bullet cars and the older Brill Strafford cars for almost 60 years, but now their days were numbered. In less than a year, the Bullets built in 1931 and the Strafford cars built in 1927 and 1929 were to be replaced by new modern equipment built by ASEA and Amtrak. As Editor Boyd put it so well in his September 1989 MARKERS column, "The Bullets and the Strafford only have one more summer before a.c. induction motors get rid of the whine, and air conditioning and FRA glazing do away with the summer breezes through the open windows. The time is now, Brother; the time is now!"

At every meeting that summer, Editor Boyd would recant a version of that phrase to me. I had a trip to the Norristown line with my dad on my agenda. Alas, summer college orientation in Rochester and a family vacation to Maine and before I knew it, September was here, and off to school I went. I would never get to Norristown. The Bullets and the last Strafford car, No.162, would be retired, and my chance was lost. I thought . . .

Jump ahead to October 1996. Now a permanent resident of the Rochester, New York, area and a member of both the Rochester Chapter NRHS and the New York Museum of Transportation (NYMT), I would learn that the NYMT had obtained two trolleys from the Keokuk Junction Railway in Iowa. Up to my own restoration projects as Freight Superintendent for the Rochester Chapter's Rochester & Genesee Valley Railroad Museum, I played little heed to the inbound trolleys, although I was excited to know the NYMT was not only getting trolleys, but ones that had recently operated.

The Rochester & Genesee Valley Railroad Museum and the New York Museum of Transportation are at either end of their own two-mile railroad and cooperate to create a joint museum operation. Since the trolleys were coming via specially designed flat bed tractor trailer, it was decided the best off-loading site would be the R&GV Museum's yard in Industry, N.Y., about 15 miles south of the city of Rochester. On Thursday, November 7, the first trolley arrived at 7:30 in the morning at Industry.

As the Rochester Chapter's official photographer, I took the day off from work to document the event for both groups as well as to lend a hand, if needed. I arrived at the R&GV Museum at 8:00 a.m. to find the tractor trailer already in the yard and positioned over Track 4 ready to have its special ramp attached. The trailer, property of Silk Road Transport of Arkport, N.Y., who did the trucking for this move, has rails built onto it so that the car can just be rolled off the trailer via the special ramp. Aboard the trailer was an orange trolley bearing the number 168. At that point to me it was simply another trolley, but my level of excitement would soon change.

About three hours later, after a successful extraction of the 168 from the trailer by the R&GV Museum's former-Eastman Kodak Company GE 80-tonner 6, I would board the trolley to find the first clue to an exciting realization. There I would find two 2'×3' plastic maps of the Norristown High Speed line. Interesting artifacts. I wondered why they were on the car. It would not be until another hour had passed when I had a conversation with our local railroad and traction expert, Shelden King, that I would realize what had just happened.

Before my eyes was Strafford car 168! And sister car 161 was to follow shortly. With a joint electrification project already underway by the R&GV Museum and the NYMT, I came to the realization that I would again get to ride in a Norristown High Speed Line Strafford car! In a turn of events that I could have never anticipated, I had been given a second chance to experience the whine of the d.c. motors and the summer breezes through the open windows of a Strafford car that Editor Boyd had so adamantly told me about almost seven and a half years earlier. So, I guess with a little dose of imagination and the thought of knowing I had been given this second chance, it can be the summer of 1989 all over again, riding to Norristown in a Strafford car. Except this time, I may not be just a passenger, but the motorman — CHRIS HAUF.

TIMETABLE

RAILFAN EVENTS

HALSTEAD, KANSAS, through March 30. *Super Chief* display presented by the Halstead Historical Society at the Santa Fe depot, First and Main Streets, weekends 1pm-5pm. Display includes memorabilia, a short video and an operating layout. Admission is free.

VIRGINIA MUSEUM OF TRANSPORTATION, 303 Norfolk Avenue, Roanoke, VA 24016 (540/342-5670) will hold the following special events. Hours are Monday-Saturday 10am-5pm, Sunday 12pm-5pm.

Through April 5, "Structures" exhibition exploring the relationship between engineering and architectural form.

March 15, bus tour of bridges in New Century Region.

March 20, lecture by Emory Kemp on "Building Bridges."

March 22, Family Day featuring bridge building contest.

An extensive exhibit on coal mines will open at the museum in June, including a lecture on coal mines of western Virginia. Contact the museum for dates.

STOCKTON, CALIFORNIA, March 8. Winterail '97 photography exposition and railroadiana show & sale at the Scottish Rite Temple, 9am-10pm. Scheduled presenters include Ross Valentine, Gordon Glattenburg, Tom Moungovan, Dick Dorn, Ken Meeker, John Shaw, Dave Nicollette, Kevin EuDaly, Don Hunter and a tributeto the Southern Pacific. Admission $18 for photography exposition and railroadiana sale. Make checks payable to Vic Neves - Winterail '97 and mail to P.O. Box 23721, Oakland, CA 94623-0721.

DANBURY, CONNECTICUT, March 22. Easter Bunny trains at the Danbury Railway Museum. Trips depart at 10am, 12:30pm and 3pm. Fare $12 adults, $6 children ages 3 to 15, kids 2 and under free. Tickets from Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813-0090; 203/778-8337.

WHIPPANY, NEW JERSEY, March 22, 23 and 29. Easter Bunny Express runs hourly 12pm-4pm each day. Adults $6.75, kids under 12 $3.75, babes-in-arms free. Reservations strongly recommended from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 201/887-8177.

GOWANDA, NEW YORK, March 22, 23 and 29. Peter Cottontail Express on the New York & Lake Erie Railroad. Coach fare $10 adults, $5 kids, first class and dining car seating available. Reservations required, contact NY&LE RR, P.O. Box 309, Gowanda, NY 14070; 716/532-5716.

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027 (615/781-0262) will sponsor the following trips. All trains require reservations. Contact the museum for ticket order form for all trips except Cookeville.

March 22, Nashville-Watertown, 90 miles, $15-$49.

March 29, Columbia-Lawrenceville, 72 miles, $15-$49.

April 5, Lawrenceville-Columbia, 72 miles, $15-$49.

April 19, Nashville-Watertown, 90 miles, $15-$49.

April 25-26, Cookeville-Buffalo Valley, 32 miles, 4 trips, $15-$25. Contact Cookeville Chamber of Commerce, 302 S. Jefferson Street, Cookeville, TN 38501 (615/526-2211) for reservations on these trips only.

May 17, Watertown-Nashville, 90 miles, $15-$49.

June 7, Nashville-Gordonsville, 120 miles, $15-$49.

MYSTIC VALLEY RAILWAY SOCIETY, INC., P.O. Box 486, Hyde Park, MA 02136-0486 (617/361-4445) will sponsor the following trips:

March 22, "Sugartime Special" chartered Amtrak train from Boston to White River Jct., Vt., via Conrail and New England Central. Adults $60, ages 5-12 $50, under 5 free.

April 4-6, "Cherry Blossom Special" between Boston to Washington D.C. via regular Amtrak service. Fare $250 coach, $335 first class.

April 19-27, "Show Me Missouri" from Boston to Chicago and St. Louis via regular Amtrak service. Side trip to Branson, Mo. Contact MVRS for fares and reservations.

MADISON, NEW JERSEY, April 5. Annual symposium sponsored by the Friends of the New Jersey Railroad and Transportation Musem, featuring 20 fast-paced presentations on the museum effort. Featured presentations are on Public Service streetcars and C&O 614. Admission $35 includes annual membership in Friends. Registration form and information from Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922; 908/464-9335.

NEW BRAUNFELS, TEXAS, April 19. 10th Annual Railroad Jamboree sponsored by Bluebonnet Chapter NRHS and New Braunfels Historic Railroad & Modelers Society. UP locomotive display, museum open house in restored I&GN depot, other equipment. Admission $4 adults, $1 children. Information: Kermit R. Baese, 1285 East Common St., New Braunfels, TX 78130; 210/625-2656.

ROCKTON (WINNSBORO), SOUTH CAROLINA, April 19-20. South Carolina Railroad Museum's 3rd Annual Railfan Weekend featuring freight operations with five diesels on Saturday, motor car ride to end of the line on Sunday. Fare $20 Saturday, $7 Sunday. Information from South Carolina Railroad Museum, P.O. Box 7246, Columbia, SC 29202-7246.

GRANITE CITY, ILLINOIS, April 19-20. Illinois Traction Society annual meeting. Activities include self-guided tours, Metro-Link and shop tour, more. Information: 217/423-4877.

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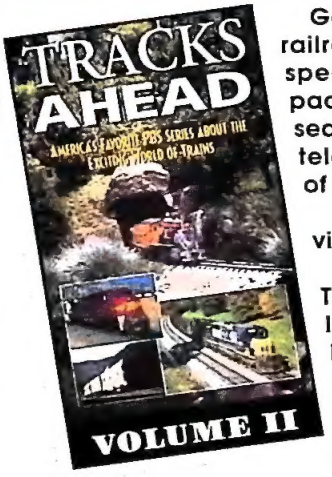

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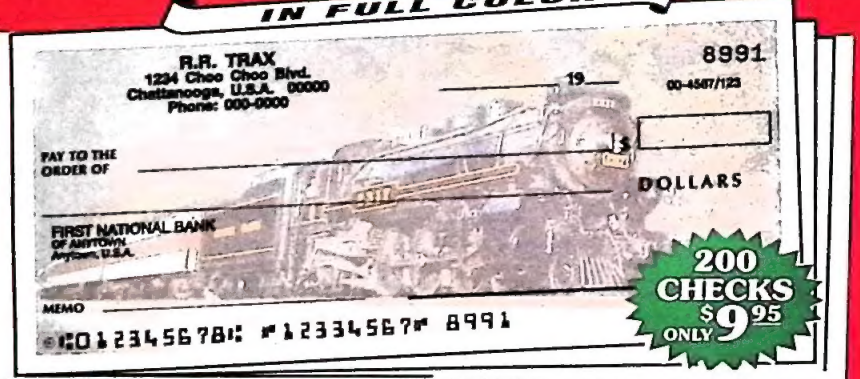

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April 19, to Trion, "Dogwood Blossom Special," $59, 4501.
May 3, to Chickamauga, "Down Home Days," $35, 610.
May 10, to Summerville, "Howard Finster Art Festival," $59, diesel.
July 5, to Chickamauga, "Pops in the Park" concert, $42, diesel.
July 26, to LaFayette, $49, diesel.
August 23, to Kensington, "TAG Steam Special," $49, 610.
September 27,to LaFayette, "Rails to Wings Special," $49, diesel.

HYANNIS, MASSACHUSETTS, April 23-27. Valley Railroad 2-8-2 No.40 will be used on the Cape Cod Railroad's four daily trains. Scenic trains depart at 10am, 12:30pm and 3pm, dinner train departs at 6:30pm. For information contact the Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601; 508/771-3788.

SAN ANGELO, TEXAS, April 26-27. Railfair '97 will celebrate the grand opening of the restored KCM&O/Santa Fe depot and museum. Also a train show at the convention center. Information from Tommy Robinson, 209 N. Bishop Street, San Angelo, TX 76901; 915/658-3120.

SOUTHERN BELLE EXPLORERS, April 26-May 5, will cover almost all of the Kansas City Southern, including all branches that aren't "excepted" trackage. Travel in four PV's, power expected to be KCS A-B-A F's on portions. Price $3495 (roomette supplement $400). Tickets/information from High Iron Travel Corp., P.O. Box 50116, Minneapolis, MN 55405; 612/922-7259.

SOMERSET, NEW JERSEY, May 1-4. Conrail Technical Society 6th Annual Convention at the Marriott Hotel. Conrail facility tours and displays, rare industrial tours, banquet and slide presentations. All events open to the public. Registration fee $10 from Conrail Technical Society, P.O. Box 7140, Garden City, NY 11530-7140.

WINDSOR, ONTARIO, May 2-13. Western Canada and the Rockies via Toronto and Vancouver. Approx. 3700 miles of rail travel including the *Canadian*, *Skeena* and *Rocky Mountaineer*. Fare $2995 per person, double occupancy, includes air return to Detroit/Windsor. Contact Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; 810/399-7963.

SAVANNAH, GEORGIA, May 16-18. Southern Railway Historical Association's 11th annual meeting with tours of the preserved Central of Georgia shop, facilities tours, model contests and more. Information: Buck Dean, SRHA - Savannah '97, 3913 Pembroke Avenue, Mobile, AL 36608.

CASS, WEST VIRGINIA, May 16-18. Railfan weekend featuring inaugural run on the ex-WM Greenbrier, Cheat & Elk. Triple-headed Shays on Saturday to Spruce, Sunday trip to Bald Knob. WM 6 on both trips. Information: Railfan Weekend, Box 107, Cass, WV 24927; 1-800-CALLWVA.

HOBOKEN, NEW JERSEY, May 17. Hoboken Terminal Festival sponsored by NJ Transit. Historic and current rail equipment displays, railroadiana and other sales, ethnic foods and more. Free admission, train and ferry rides for nominal fee.

ILLINOIS RAILWAY MUSEUM, P.O. Box 427, Union, IL 60180, will hold the following special events. Museum admission is $8 adults, $6 children ages 5-11 and seniors on weekends, $6 and $3.50 weekdays. Special events may be slightly more.

May 17, Scout Day.
June 21-22, Chicago Transit Weekend.
July 3-6, Chicago, Aurora & Elgin Festival.
July 4, Annual Trolley Pageant.
July 19-20, Diesel Weekend.

HYANNIS, MASSACHUSETTS, June 7-8. Railfest '97 on Cape Cod Railroad featuring equipment displays, railroadiana show and photo and art contest. Weekend pass $25 adults, $15 kids. Contact Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601; 508/771-3788.

WASHINGTON, D.C., June 22-July 3. Ride to the NRHS Convention in Salt Lake City aboard the heavyweight Pullman *Dover Harbor*. Outbound trip behind Amtrak's *Cardinal* and *California Zephyr*, return via *Zephyr* and *Capitol Limited*. Fare is $1,949 per person. Information: Washington D.C. Chapter NRHS, c/o Henry Bielstein, Ticket Agent, 13435 Reid Circle, Fort Washington, MD 20744-6522; 301/292-9592.

TENNESSEE PASS EXCURSION, June 21-23. UP 844 and E9s will power a trip from Denver to Salt Lake City via the Royal Gorge and Tennessee Pass. Tentative overnight stops are Canon City and Grand Junction. Coach-only tickets for three days start at $4[illegible] packages including lodging and transfers available. Information from the Central Coast Chapter NRHS, P.O. Box 434, Santa Clara, CA 95052-0434; 510/455-5017.

SOLD OUT

SALT LAKE CITY, UTAH, June 24-28. Annual Convention of the National Railway Historical Society. Tentative schedule includes **June 24**, Heber Valley Railroad; **June 25**, choice of Nevada Northern with double-header or UP E9s to Lyndyll via Provo Sub; **June 26**, Golden Spike NHS and Ogden Station Museum; **June 27**, Salt Lake, Garfield & Western and banquet and **June 28**, UP 844 to Cache Junction. For more information contact NRHS P.O. Box 58547, Philadelphia, PA 19102-8547; 215/557-6606.

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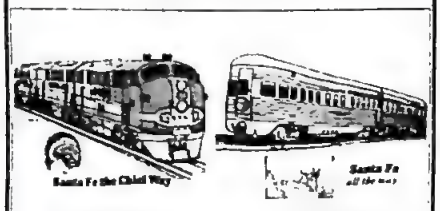

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GALESBURG, ILLINOIS, June 28-29. Annual Galesburg Railroad Days featuring exhibits and displays, train rides to BNSF yard, bus tour of dispatchers office, many family-related activities. Most events free. Information from Galesburg Area CVB, P.O. Box 749, Dept. RF, Galesburg, IL 61402-0749; 309/343-1194.

UNION PACIFIC STEAM will operate in conjunction with Cheyenne Frontier Days. Scheduled power is 4-8-4 844 and Centennial 6936. Tentative plans include: **July 24,** *deadhead move* of equipment from Cheyenne to Denver; **July 26,** round trip from Denver to Cheyenne sponsored by Denver *Post* (call 303/296-4754 for ticket information); **July 27,** *deadhead move* of equipment from Denver to Cheyenne.

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Myanmar, October 10-24, steam charters and festival of lights.

China, October 26-November 10, line side and industrial.

LONDON, PARIS and HOLLAND High Speed Rail Tour sponsored by Bluewater Michigan Chapter NRHS, April 18-27. *Eurostar* and *Thalys* high speed trains, sightseeing tours. Fare $2495 per person, double occupancy. Information from Bluewater Michigan NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; 810/399-7963.

RAILROADIANA MEETS

DEARBORN, MICHIGAN, March 2. 7th Annual Michigan Railroad Memorabilia Show & Sale sponsored by Bluewater Michigan Chapter NRHS at St. Martha's Hall, 18100 Oakwood Blvd., 12pm-4pm. Admission $2, family maximum $5. Information: Ray Nikolai, 313/277-2419 (5pm-11pm only).

WILLOUGHBY, OHIO, March 8. 8th Annual New York Central System Historical Society Train Show at the Harley Hotel East, I-90 & Ohio 91, 9am-3pm. Admission $3 adults, $5 family. Information: Allen H. Hilborn, P.O. Box 941504, Atlanta, GA 31141-0504; 404/355-7460 (6pm-9pm).

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed, Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

March 8-9, East Hartford, Conn., Aero Center.
March 15-16, Timonium, Md., Fairgrounds.
March 22-23, Hackensack, N.J., Farleigh-Dickinson Univ.
April 5-6, Wilmington, Mass., Shriners Auditorium.
April 5-6, Niles, Ohio, Eastwood Expo Center.
April 12-13, Novi, Mich., Expo Center ($6 adults).

OGDEN, UTAH, March 7-9. Hostlers Model Railroad Festival at Ogden Union Station, 25th Street and Wall Avenue. Friday 5pm-9pm, Saturday 10am-6pm, Sunday 10am-4pm Admission $3 adults, children under 12 free Information: Dave Schen, 1733 West 1600 North, Layton UT 84041. 801/544-2804

SOUTH BURLINGTON, VERMONT, March 8 10th Annual Vermont Rails sponsored by Northwestern Vermont Railroad Society at South Burlington Middle School, 500 Dorset Street, 10am-4pm Admission $3, children under 12 $1, under 6 free. Information: John B. Dick, RR3 Box 3339, Montpelier, VT 05601; 802/223-0309

CLARK, NEW JERSEY, March 9 Train Show & Sale sponsored by Jersey Central Chapter NRHS at Mother Seton High School, Garden State Parkway Exit 135 at the Clark Circle, 9am-3 30pm Admission $4, family maximum $8. Information: Jersey Central Chapter NRHS, c/o Mitchell Dakelman, 334 South Third Avenue, Highland Park, NJ 08904, 908/247-4116.

DEARBORN, MICHIGAN, March 9 Trainorama Extra sponsored by Redford Model Railroad Club at Dearborn Civic Center, 15801 Michigan Avenue at Greenfield, 10am-4pm Admission $4, children under 12 free with adult. Information: Steve Johnson, P.O. Box 40225, Redford, MI 48240, 313/565-1027.

HARRISBURG, PENNSYLVANIA, March 9. 11th Annual Railroad Show & Collectors Market sponsored by Harrisburg Chapter NRHS at Zembo Temple, Third and Division Streets, 9am-3pm. Admission $3. Information: Harrisburg Chapter, P.O. Box 3424, Shiremanstown, PA 17011; 717/232-6221.

BELMONT, MASSACHUSETTS, March 15. Model Railroad & Train Show sponsored by Kiwanis Club of Belmont at Belmont High School Cafeteria, 221 Concord Avenue, 10am-4pm. Admission $3 adults, $2 seniors, children under 12 $1, family maximum $7. Information: Tom Morabito, 40 Flett Road, Belmont, MA 02178; 617/783-1555.

WICHITA, KANSAS, March 22-23. Air Capital Train Show & Swap Meet at the Century II Exhibition Hall, 9am-5pm. Admission $4.50 in advance, $5 at door. Information: George Baird, P.O. Box 3245, Wichita, KS 67201-3245; 316/722-2229.

TOPSFIELD, MASSACHUSETTS, March 23. Tracks & Trains V at Masconomet Regional High School Fieldhouse, 10am-4pm. Admission $3, children under 12 free with adult. Information: Doug Peck, 6 Storeybrooke Drive, Newburyport, MA 01950; 508/465-8798.

LONDON, ONTARIO, April 12. Forest City Railway Society's 23rd Annual Slide Trade & Sale Day at Fanshawe College, 1460 Oxford Street, Room B1071, 11am-4pm. Admission $2. Information: Ian Platt, 1240 Glenora Drive, London, Ontario N5X 2P7, Canada; 519/438-3330.

COLUMBUS, OHIO, April 12. Buckeye Railroadiana & Model Train Show at Ohio Expo Center Lausche Building, 9am-4pm. Admission $4, children under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914.

KINGSTON, ONTARIO, April 19-20. Rail-O-Rama sponsored by Kingston Division of the Canadian Railroad Historical Association at Portsmouth Olympic Harbour, 53 Yonge Street, Saturday 11am-5pm, Sunday 10am-4pm. Admission $4 adults, $3 seniors, $1 children. Information: Gary Haggart, 109 Fairview Road, Kingston, Ontario K7M 3B2, Canada; 613/548-3294.

NORTH PLATTE, NEBRASKA, April 19-20. 4th Annual Train

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Albany, NY to Pittsfield, MA 23A
Pittsfield to Springfield, MA 23B
Springfield to Worcester, MA 23C
Worcester to Boston, MA. 23D
North Station to Fitchburg, MA. 37
Rockport, MA to North Station. 38
Attleboro, MA to South Sta. & Lowell to North Station 39
Ipswich, MA to North Sta. & Stoughton to South Station 40
North Sta. to Haverhill, MA & Framingham to South Station 41
Franklin , MA to South Station plus Highlights 36
Enola, PA to Shocks Mills Bridge 24A
Shocks Mills Bridge to Holtwood, PA. 24B
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Suterville to Indian Creek, PA.. 20-4
Indian Creek to Rockwood, PA. 20-5
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Dickerson to Washington, DC. 20-10
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Atlanta to Temple, GA. 30-1
Temple to Iron City, GA. 30-2
Iron City, GA to Pell City, AL 30-3
Pell City to Fairfield, AL.. 30-4
Fairfield to Hull. 30-5
Hull to Meridian, MS. 30-6
Chicago Union Station to Aurora, IL. 72
Richmond to Alexandria, VA..(4 Parts) 48-1,2,3,4
Atlantic City to Atco, NJ. 53A
Atco, NJ to 30th Street Station, Philadelphia. 53B
Lindenwold, NJ to Philadelphia, PA. 77
Hoboken to Montclair, NJ. 67
Hoboken to Gladstone, NJ 58
Hoboken to Dover, NJ 59
Hoboken, NJ to Suffern, NY..(Bergen County Line) 60
Hoboken, NJ to Suffern, NY..(Erie Main Line) 61
Hoboken, NJ to Spring Valley, NY. 62
Suffren to Campbell Hall, NY. 63A
Campbell Hall to Port Jervis, NY 63B
Hoboken to Netcong, NJ. 68
Wayne Junction (Phila.) to West Trenton, NJ. 74
30th Street Station, Philadelphia to Norristown, PA 75
Elwyn to Wayne Junction, PA. 73
69th Street, Philadelphia to Norristown, PA 46
Media, Sharon Hill Line to 69th Street 50
Grontn, CT to Gardner, MA. (4 Parts). 81-1,2,3,4
Providence, RI to Worcester, MA. 82
Jamaica to Speonk, NY 85
Babylon to Patchogue and Return 86
Port Jefferson to Huntington & Jamaica to Long Island City. 89
Long Beach to Los Angeles, CA. 91
Greenport to Ronkonkoma, NY 102
Ronkonkoma to Jamaica, NY 103
Jamaica to Speonk. (Via Main Line). 104
Speonk to Montauk, NY. 105
Anchorage to Fairbanks, Alaska..(7 Parts).95-1,2,3,4,5,6,7
Meadows Yard to Dover, NJ (Boonton Line) 94
Jamaica to Oyster Bay, NY. 111
West Side Yard..(Penn Sta) to Cold Spring Harbor, NY. 112
Cold Spring Harbor to Port Jefferson, NY. 113

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Tape No. 117

This program features non-stop Conrail run-by action at selected locations in Pennsylvania and New York. A wide variety of Conrail diesel power is seen as well as diesels of Southern Pacific, Union Pacific, Cotton Belt, Gilford and Norfolk Southern. Truc-Trains, Unit trains and mixed freights are seen as well as a few Amtrak passenger trains. The entire program was shot by Tim Hosey in 1993.

Tape No.HM-5

The Lackawanna and the Erie merged in 1960. This program shows the railroads in action before and after the merger. You will see Lackawanna FT's and E units in the Poconos as well as the Erie's fleet of RS diesels on commuter trains at Ridgewood, Ramsey and Passaic, NJ. Post merger action features Alco PA's on the Moonda Viaduct, Baldwins on coal trains an F units on a fan trip on the Bangor & Portland Branch near Nazereth. Edited from 8 & super 8mm film.

Tape No. 118

This program features non-stop Union Pacific run-by action at selected locations in Nebraska. A wide variety of Union Pacific diesel power is seen as well as diesels of the Burlington Northern, Chicago & Northwestern, Norfolk Southern and Nebraska Central. The entire program was shot by Tim Hosey in 1996.

Tape No. 116

This program features "Railfest 96" held in June 1996 at the Cape Cod Railroad in Hyannis, MA plus a cab ride from the Buzzards Bay Bridge to Hyannis, MA.

Tape No. 316

This program features non-stop CN, CP and Montreal Urban Commuter train run-by action in Canada's Quebec and Ontario Provinces. The entire program was shot by Tim Hosey.

Tape No. 115

This program features never before released P.R.R. run-by action at locations including Bay Head Jct., Pt. Pleasant, Manasquan,Matawan, Cliffwood Beach, South Amboy, Bellwood, Enola, Horseshoe Curve, Altoona, Holidaysburg, Lewistown, Duncannon, Sunbury and Shamoken. Also included is a 1955 P.R.R. produced film titled "Trains, Tracks & Safety Facts".

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WESTPORT, CONNECTICUT, April 26-27. Southern Connecticut Railroadiana & Artifacts Show at Staples High School Fieldhouse, 70 North Avenue (I-95 Exit 18), 9am-4pm. Admission $5, children under 12 free. Information: Alan Altman, 12 Southwedge Drive, Getzville, NY 14068, 716/689-9074.

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CAMERA BAG

by JIM BOYD

The Ultimate Map?

GUEST COLUMNIST: CURT BIANCHI

WHEN NORFOLK SOUTHERN announced in October 1995 that it was ending its 28-year tradition of steam excursions, my first response was to lament the fact that I had never seen NS steam. My second response was to see if I could hastily arrange a trip east for one of the few remaining excursions. Particularly enticing was the final weekend of the season, with Norfolk & Western Class J 4-8-4 611 steaming over Saluda grade, followed by a likely ferry move back to the Birmingham shops on Monday and Tuesday. So when my travel agent turned up a reasonable air fare, and a friend decided to join me, my mind was made up. A few weeks later the two of us flew from California to Atlanta for four days of chasing the 611.

Having never been to the Southeast, let alone having chased trains there, detailed maps would be essential. Believe me, I was going into this blind! Most of my railfanning has been on the West Coast, where I've relied on DeLorme *Atlas & Gazetteer*™ map books. These maps are a real boon to railfans. They cover entire states in a large 11"×15½" format, with detail similar to United States Geological Survey maps, including virtually every highway, road (paved and otherwise), waterway and railroad. Furthermore, these maps identify many railroad locations such as old station stops.

However, DeLorme publishes atlases for only 26 states, and the states I needed — Georgia, South Carolina, and North Carolina — were not among them. Fortunately, I have a Macintosh computer, and DeLorme has entered the electronic age with a series of CD-ROM products for Macintosh and Microsoft Windows computers. One of these products, *Street Atlas USA*™, is the electronic equivalent of the *Atlas & Gazetteer* series for all 50 states. It produces highly detailed, color maps on your computer screen or printer for any location in the country, no matter how remote. To do this, it relies on a 600-megabyte CD-ROM database that includes more than twelve million street segments and 1.1 million geographical and man-made features, such as mountains, rivers, lakes, railroads and prominent monuments. Given my experience with DeLorme's map books, I decided to purchase the Macintosh version of *Street Atlas USA* and see if I could generate my own map book for chasing the 611.

To visualize how *Street Atlas USA* works, imagine spreading out a gigantic map of the United States (which DeLorme says would require the space of ten football fields) and then looking at it through a kind of window similar to the mat opening for an 11×14 photographic print. Further imagine that you can move the window in any direction, permitting you to view different parts of the map, and that you can vary the window's distance from the map, allowing you to control how much of the map you see at a time and at what detail. As you move the window closer to the map, you see a smaller geographical area but with greater detail. As you move the window farther away from the map, you see a larger geographical area, but with less detail. Translating this premise to the computer, the "window" is actually your computer screen, and the map is recorded on the *Street Atlas USA* CD-ROM.

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base by running the supplied program, which initially fills the screen with a color map showing all of North America and parts of the Atlantic and Pacific Oceans (imagine being very far away from the map). There is also a floating window called the Toolbox that contains a compass rose for navigating the map, and tools for searching for specific locations, for identifying map features, for copying portions of the map into other documents and for printing portions of the map on a computer printer. I'll describe these tools in a moment.

The Toolbox also permits you to control the amount of area and detail shown on the screen (that is, how close or far away you get). To do this, *Street Atlas USA* uses a concept called "magnitudes." By changing the magnitude, or "mag" for short, you can control the scale at which the map is displayed, as well as the amount of detail included. As the scale decreases, the detail increases, and vice versa. For instance, the initial display of North America is at mag 3, which on my Macintosh 16-inch monitor renders an area approximately 6,800 by 7,800 miles in size. About the only details you see at that size are state boundaries and the Interstate highway system. Increasing the magnitude to mag 5 displays an area approximately 1,400 by 2,000 miles, and state capitals and major cities become visible. At mag 9 the area is 70 by 100 miles, revealing state and county roads, towns, lakes and rivers. At Mag 13 the area is 6 by 7.5 miles and all map features are shown, including railroads. Beyond mag 13, the only significant additions to the map are labels for streets and rivers.

The Toolbox compass rose operates as you might expect. Clicking the mouse on any of the eight compass points causes the map to be panned in that direction. The compass rose is useful for following the route of a highway or railroad. For instance, if a railroad goes off the left edge of the screen, then clicking on the west compass point fills the screen with the portion of the map to the left of the part currently displayed. In this manner, you can follow a railroad wherever it goes.

An annoying aspect of *Street Atlas USA* is that it doesn't show railroads at mags less than 13. That means that on my screen the biggest geographic area that I can view that includes railroads is about 6 by 7.5 miles. On a standard 13-inch Macintosh monitor, the area would be even smaller. In contrast, DeLorme's California map books let you view an area about 35 by 45 miles in size — a full 35 times bigger than what I can see on my screen. The result is a kind of tunnel vision effect, which is particularly bothersome where tracks split in multiple directions, or where lots of tracks enter and leave a metropolitan area. In fact, if I could change one thing about *Street Atlas USA*, it would be to show railroads at smaller mags.

A powerful feature of *Street Atlas USA* is its search tools, which allow you to look up any place by name and state, zip code or telephone area code and prefix. In major metropolitan areas you can also look up individual streets by name and block number. With 175,695 entries, the database of locations is remarkably complete. Not only does it include every city or town in the United States, but like the *Atlas & Gazetteer* series, it includes most railroad timetable locations as well. As an example, if you look up "Needleton" you will find an entry in Colorado, which is on the Durango & Silverton Narrow Gauge Railroad. (In fact, not only does *Street Atlas USA* identify the location of Needleton, it also notes the location of the Needleton water tank.) The search tools are also fast; once you've selected a name, *Street Atlas USA* displays its location on the map immediately.

Using the search tools I was able to easily find locations such as Melrose, North Carolina, which I knew to be the start of the four-percent Saluda Grade. From there I used the compass to follow the line over Saluda and up to Asheville, North Carolina. It helps to have some knowledge about the line you're tracking, such as a list of towns and locations through which it passes. That way you can verify that you're following the right tracks and haven't gotten lost in the cyberweeds. For my 611 chase I relied on my friend's 1952 *Official Guide*. These thick books list all of the passenger and most of the freight routes at the time they were published and help immensely for this sort of research. Other good sources for this kind of information include the Altamont Press *Railfan Timetables*™, Mike Walker's *Railroad Atlas of North America* series and passenger or employee timetables.

Another useful feature of *Street Atlas USA* is the label tool. Due to the limitations of screen resolution, *Street Atlas USA* does not automatically label a lot of map features, including railroads. However, using the label tool you can click on a railroad (or any other feature) and *Street Atlas USA* will label it, provided its name is in the database. One case in which I found the label tool to be particularly handy was in distinguishing the former-Southern tracks from those of nearby former-Seaboard Coast Line, which roughly parallel each other and sometimes crisscross between Greenville and Spartanburg, South Carolina (the first leg of the 611's Sunday trip to Asheville). Unfortunately, *Street Atlas USA* doesn't remember the labels from one session to another, and it erases all of the existing labels if you look up a new location with the search tools.

I've found that the database doesn't have a name for every feature, and some of the names it does have are pretty cryptic. In many cases, the tracks are labeled for road names that vanished one, two or even more

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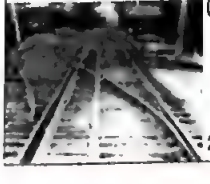
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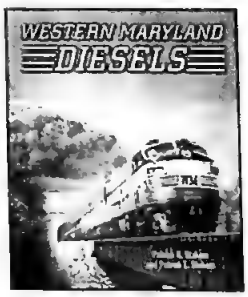

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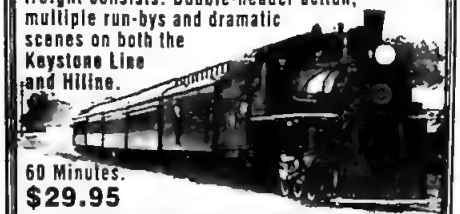

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mergers ago. For instance, the Norfolk Southern tracks are usually identified as "Southern," or simply "Sou." Southern Pacific tracks are often labeled "Sp," or "Sprr." In many cases the labels vary haphazardly from mile to mile, for no apparent reason. CSX tracks around Spartanburg are variously labeled "PN," "P And N," "Seaboard System," "Scl," "Seaboard Coast Line," "Clinchfield" and even "Railroad".

A lot of *Street Atlas USA's* railroad names tend to be out-of-date. Former Norfolk & Western tracks are still labeled as such, as are the lines of the old Western Pacific. Of more significance is the presence of track that has been abandoned or doesn't exist any more. Here in my neck of the woods, *Street Atlas USA* shows the Southern Pacific tracks over Altamont Pass, as well as the SP's San Ramon Branch, although most of the track in these areas was taken out in the 1970s and 1980s. Other interesting trackage I noticed includes much of the old SP narrow gauge in California and some of the Rio Grande between Durango and Chama. Although some people may object to these references to fallen flags and abandoned lines, I personally find them interesting in their own right. Certainly you can be led astray by such errors, but you can also use the information to your advantage to, say, distinguish which part of Norfolk Southern was originally the N&W or to investigate old rights-of-way. But as I said before, it helps to have some knowledge of the subject.

While viewing various locations on my computer helped me plan my trip, my ultimate aim was to produce a set of maps to take into the field. *Street Atlas USA* is capable of printing maps on color or black and white computer printers. Color printers are slow, but generate the best results, yielding full color maps similar in appearance to the DeLorme paper atlases. An Apple ColorPrinter I tried took about five minutes per page, with beautiful results. On the other hand, my black and white laser printer produces gray scale maps at the rate of about one per minute and, although not as nice as color, the gray scale maps are still quite usable.

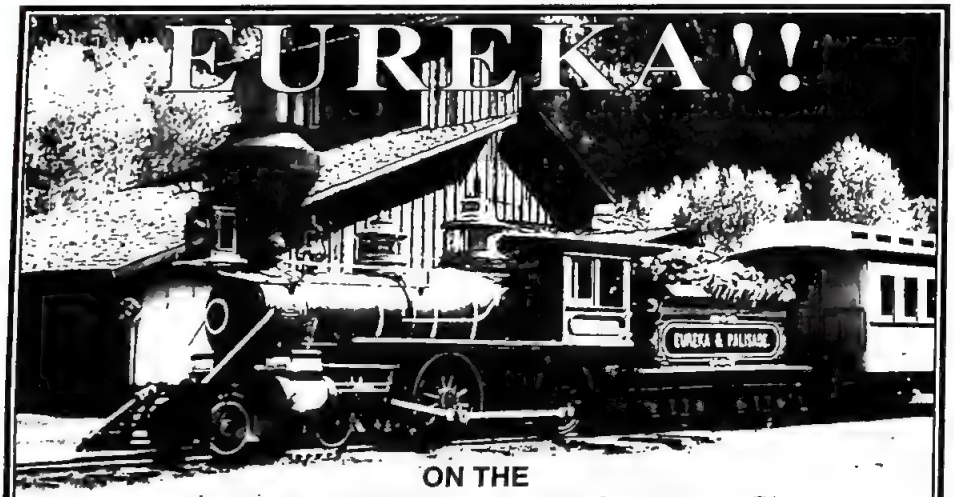
Street Atlas USA only prints the portion of the map that is visible on the screen. To print, say, a map of the Norfolk Southern between Greenville and Spartanburg, you have to print a screen, use the compass to pan to the next portion of the map, print another screen, and so on. I found that if you have a non-standard screen size like I do, then it takes some tedious experimenting with the size of the map and with various print reduction rates until you get the results you want. Otherwise, printing a screen may overflow a single sheet of paper and wind up printing on parts of four sheets.

If there was a second thing I could change about *Street Atlas USA*, it would be to make printing easier. And if I was really lucky and could change a third thing, I would add the ability to exclude selected features from printed maps, such as rivers and elevation marks. Particularly on gray scale maps, roads can be hard to distinguish from rivers, and the elevation marks tend to clutter the map while adding little additional value of their own.

For my chase of the 611, I made my own map book by printing maps of the following Norfolk Southern routes: Birmingham to Atlanta; Atlanta to Greenville; Greenville to Spartanburg and Spartanburg to Asheville. I wound up printing about 90 pages of maps, which I put into a three-ring binder. I highlighted the railroad routes with a yellow marker to the make them stand out.

So how did my maps work? My friend and I relied on them exclusively for our chase of the 611, and we found them very accurate. Like DeLorme map books, my computer-generated maps were less useful in metropolitan areas due to the lack of street labels (although I could have labeled the important streets), but outside the metro areas, where most of our chasing took place, the maps were great. The depiction of roads and railroads was "spot on," just as I've come to expect from DeLorme's *Atlas & Gazetteer*

EUREKA!!



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series. We always knew where the tracks were relative to our own location and how to get to them from the road we were on. The limited geographical area printed on each page posed the biggest problem, which we easily overcame by separating the navigation and driving duties.

Since then, I've used *Street Atlas USA* in parts of Nevada, Oregon and California, with equally good results. I also spot checked it against recent issues of RAILFAN, and what I found were accurate maps, with some depiction of abandoned right-of-ways, and lots of dated road names. I should point out that DeLorme does not intend *Street Atlas USA* to be a railroad atlas. Clearly the emphasis is on street and highway mapping. According to a DeLorme spokesman, the map database is derived largely from data compiled by the United States Census Bureau, which he said has no real incentive for keeping the railroad data current. Even DeLorme's own sales literature fails to mention the inclusion of railroads.

Nevertheless, I doubt that you will find a map of even a single state, let alone the whole country, that combines railroads and streets with the depth and overall accuracy of *Street Atlas USA* — unless it's one of DeLorme's state atlases. With a street price as low as $69, it is an excellent value that offers an amazing amount of information at your fingertips. If you've got the hardware to run it, *Street Atlas USA* is a worthwhile addition to your railroad library.

Railfanning is:

Thinking of railroads in pre-merger terms — even pre-many-merger terms, like the "Alton" at Joliet or the "West Shore" at Selkirk.

VIDEOS

reviews by Christopher Kimler

Grand Canyon 4960

"4960 - Steam Star of the Grand Canyon Railway," is the new release from Goodheart Productions, P.O. Box 47131, Chicago, IL 60647, 85 minutes, $29.95 plus $4 shipping, 800/482-1522, Visa/MC.

The famous former Chicago, Burlington & Quincy Mikado 4960, featured in the January 1997 issue of R&R, is the star of this show. We follow the 2-8-2, newly rebuilt to bolster a fleet of aging 2-8-0's, on the 64-mile trip over the Grand Canyon Railway's former Santa Fe branch from Williams, Arizona, to the South Rim of the Grand Canyon. A multitude of trackside locations is featured which, mixed with the frequent blowdowns of the boiler and the beautiful Arizona desert and blue sky, make for some incredible imagery.

Some elements of these productions that I really enjoy, and this tape is no exception, are the various different angles that are included. This really helps to keep the viewer interested. Included along with the run-bys (which in many tapes become a little monotonous after the umpteenth straight one) is an in-the-cab segment, narrated in part by Robert Franzen, chief mechanical officer of the GCRy and 4960's engineer. An in-depth description of atomization pressure and cylinder back-pressure is discussed as they coax the 4960 through sweeping reverse-curves and wrestle with the 3% grade while assaulting Anita Hill (*not* of Clarence Thomas fame.) We also look forward along the red-painted roof of the cab as the oil smoke whisps by and look over the

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shoulders of the crew as they service the engine while laying-over at the Grand Canyon depot, reportedly the oldest log cabin depot in the country.

The coverage doesn't stop here. Included is an in-depth discussion of the three-year overhaul of the 4960 narrated by Bob Franzen as he explains what parts of the locomotive were redesigned and rebuilt to bring her from a pre- to a post-World War II equipped steam locomotive. Rounding out her rebirth is historic footage of the engine in CB&Q service which will placate the Burlington Route fan. Seeing the old footage, it's difficult to tell if 4960 is actually a rebuilt locomotive or a new locomotive.

From here we take in vista scenes of the Arizona desert as double-headed Alco FA's in GCR's attractive Pullman green with gold stripes paint scheme overtake the 4960 at Willaha. We witness the 4960 start her train on a 3% grade, drivers briefly slipping before hooking solidly up in unison with her sharp exhaust. Sunset scenes filled with pinks, purples and oranges glinting off of the shiny black boiler of the 4960 fill one with the romantic images of real Southwestern railroading of days gone by . . . and those here today. My only complaint is that the tape does run a bit long — there are just too many run-bys, but it's all quality stuff. This is probably a tape best enjoyed during multiple sittings.

A lot of kudos go out to Robert Franzen on the GCR for driving the 4960 rebuild project to completion and to David Goodheart, for bringing us some real professional and artistic footage of the reborn Mike — C.K.

The best of Norfolk & Western

"Vintage Rails Volume Six" from JMJ Productions, P.O. Box 4449, Hollywood, FL 33083, 800/225-8203; 954/983-2646, 62 minutes, $39.95 plus $2.05 shipping. This is a must see for the Norfolk & Western and steam fan. The video, all in color, showcases a multitude of the N&W's Class Y's, A's, J's, Twelve-Wheelers and other steam locomotives from 1954 to 1957, along with first and second generation diesels and steam turbine *Jawn Henry*. Many locations are featured along the lines radiating in all four compass directions from Roanoke, Va. J's on the *Pocahontas* and *Powhatan Arrow* are part of the action, along with articulated A's and Y's on freights, as we move west from Virginia's port city of Norfolk through Roanoke and on to N&W's western terminus at Cincinnati, Ohio. From Roanoke we also go south to Winston-Salem, N.C., and north to Hagerstown, Md. The format is mostly run-bys with some yard and switching footage included, and while some of the shots exhibit some shaky-hands, the overall quality of the composition is very good. The tape is narrated in certain sections, and overlaid with synchronized steam sound in others. The folk music that plays in the background for a large portion of the tape lends a delightful air to the N&W's Southern flavor. This is a first-class production from JMJ, one that definitely belongs in the collection of N&W fans — C.K.

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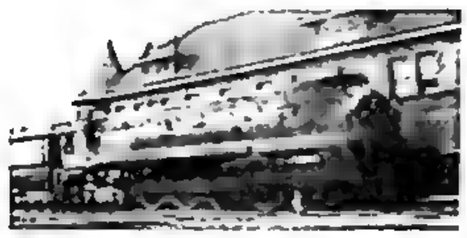

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Index to Vol.I
The Camas Prairie
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April 1978
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Index to Volume 10/1991

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☐ Summer 76	☐ Mar. 84	☐ Dec. 88	☐ Mar. 91	☐ Mar. 93	☐ May 95
☐ Fall 76	☐ Sep. 85	☐ Feb. 89	☐ Apr. 91	☐ Apr. 93	☐ Jun 95
☐ Winter 76	☐ Nov. 85	☐ Mar. 89	☐ May 91	☐ May 93	☐ July 95
☐ Spring 76	☐ Jan. 86	☐ Apr. 89	☐ Jun 91	☐ Jun 93	☐ Aug. 95
☐ Aug. 77	☐ Mar. 86	☐ Jun 89	☐ July 91	☐ July 93	☐ Sep. 95
☐ Oct. 77	☐ May 86	☐ July 89	☐ Aug. 91	☐ Aug. 93	☐ Oct. 95
☐ Dec. 77	☐ July 86	☐ Aug. 89	☐ Sep. 91	☐ Sep. 93	☐ Nov. 95
☐ Apr. 78	☐ Nov. 86	☐ Sep. 89	☐ Oct. 91	☐ Oct. 93	☐ Dec. 95
☐ May 78	☐ Jan. 87	☐ Oct. 89	☐ Nov. 91	☐ Nov. 93	☐ Jan. 96
☐ Nov. 78	☐ Mar. 87	☐ Nov. 89	☐ Dec. 91	☐ Dec. 93	☐ Feb. 96
☐ Jan. 79	☐ Oct. 87	☐ Dec. 89	☐ Jan. 92	☐ Jan. 94	☐ Mar. 96
☐ May 79	☐ Nov. 87	☐ Mar. 90	☐ Feb. 92	☐ Feb. 94	☐ Apr. 96
☐ Sep. 80	☐ Dec. 87	☐ Apr. 90	☐ Mar. 92	☐ Mar. 94	☐ May 96
☐ Mar. 81	☐ Jan. 88	☐ May 90	☐ Apr. 92	☐ Apr. 94	☐ Jun 96
☐ Nov. 81	☐ Feb. 88	☐ Jun 90	☐ May 92	☐ May 94	☐ July 96
☐ May 82	☐ Mar. 88	☐ July 90	☐ Jun 92	☐ Jun 94	☐ Oct. 96
☐ July 82	☐ Apr. 88	☐ Aug. 90	☐ July 92	☐ Aug. 94	☐ Nov. 96
☐ Sep. 82	☐ May 88	☐ Sep. 90	☐ Aug. 92	☐ Sep. 94	☐ Dec. 96
☐ Nov. 82	☐ July 88	☐ Oct. 90	☐ Sep. 92	☐ Nov. 94	☐ Jan. 97
☐ Jan. 83	☐ Aug. 88	☐ Nov. 90	☐ Nov. 92	☐ Jan. 95	☐ Feb. 97
☐ July 83	☐ Sep. 88	☐ Dec. 90	☐ Dec. 92	☐ Feb. 95	☐ Mar. 97

WESTERN RAILROADING'S WORST DISASTER

by Mike Del Vecchio

"THE WORST FLOODING in 40 years" was the popular newspaper catch phrase describing January's rains and high water in California and the Pacific Northwest. But for the railroads, it's safe to say that December and January brought the worst flooding since they were built. Indeed, by the time the clean-up is finished the Western rail map may be altered forever.

November and December 1996 brought heavy snows into California's Sierra Nevada, and by December the Jordan Spreaders were already making passes over Donner to clear deep snow. By December's end, a series of tropical air masses, dubbed "Pineapple Express" by the weather people, dumped record rain falls all over northern California, Nevada, Oregon and Washington.

Compounding the problem for California and the Reno, Nevada, area was that the heavy rains even drenched Donner Summit, melting the several feet of the white stuff already on the ground between the 3000 and 7000-foot elevations. The result of the melting snow and the rain was record flooding covering more than 40 counties in the four states. Public damage estimates are over $2 billion, and the railroads were still compiling damages in mid-January. With the two big Class 1s, Union Pacific and Burlington Northern & Santa Fe Railway, being self-insured, most of the cleanup expense is coming out of their pockets, except for any emergency aid that may materialize. While a detailed day-by-day, railroad-by-railroad survey of all of the rail damage would fill a book, the following is a summary of the worst drench in Western railroad history.

Union Pacific

Uncle Pete was the worst hit of the Western giants, primarily on its former-SP lines. Donner Pass and the Shasta Route began washing out early, and the Feather River Canyon soon followed — Donner Pass and Feather River Canyon both connect Reno and the Sacramento area. Due mainly to the water running off Donner, the Truckee River swelled, and downtown Reno was under as much as eight feet of water, further hampering rail operations. Donner's damage consisted mainly of washouts and mudslides, mostly between Truckee and the state line. Other damaged areas included Blue Canyon, where some undercutting occurred, and around Norden's snowsheds where water was running over the track at the lengthy Shed 10. UP track crews were working constantly on Donner to keep it open, and several stone trains were making the pilgrimage into the Pass.

Wither the Feather River Canyon? Reports of damage conflict, but none of the news sounds encouraging. Miles of track in several stretches of hundreds of feet each between Keddie and Oroville Lake were left dangling in many areas, and one railfan reported that the shelf on which the UP/WP sat west of Pulga had disappeared. Mud and rock slides were also a big problem. "We can't put the stuff back up on the mountain, can we?" one track worker related. While none of the bridges and tunnels were reported lost, early estimates approached $50 million or more to repair. Initially, no one at UP would go on the record, but nobody was optimistic that the Feather would be repaired. Donner Pass is virtually parallel and, if double tracked and properly signaled, could handle quite a bit more than the 36 trains a day UP currently feels is Donner's maximum.

Running from Keddie Wye northward, the Beiber Line also suffered several washouts, but it was open for business by January 7th. About then, UP announced a plan to detour trains around Feather River Canyon that included running northbound trains up the Beiber Line to Klamath Falls, Oregon, and to run the southbound trains on the former-SP Modoc Line from Klamath Falls.

The Modoc Line has seen very little use in recent years, and the current 30-to-40 trains a day running over it could be the biggest boon to area railfans of the entire flood. Unfortunately, it's at the expense of the Feather River Canyon. UP also said that it plans to keep the Modoc/Beiber Line detours in effect for quite a while to reduce the amount of traffic through Sacramento while UP progresses on its $39 million rehabilitation of the hump and classification yards and the installation of a running track at Roseville. In early January UP track crews were on the Modoc Line tuning up the tracks to handle the extra tonnage.

After the rains stopped, other big problems began. As the Tuolomne and Stanislaus rivers swelled, railroads around Stockton and Modesto began to drown. The Tuolomne River in Modesto reached an all-time high of 70.9 feet (elevation above sea level) — flood stage is normally around 55 feet. The SP Ninth Street bridge in Modesto had water licking the tie-butts, at one point, and Santa Fe 4-8-4 2921 in Beard Brook Park (page 65) was up to its driving axles in water.

Flooding was even more compounded elsewhere in the San Joaquin Valley as a couple of the aging levees broke, turning the entire area into a giant lake. At one point authorities wanted to use UP's line through Tracy, between Stockton and Altamont Pass, as a levee. UP declined, of course, as the railroad right-of-way was not designed to hold back four counties worth of water.

And if all this wasn't enough for UP, the former-SP Shasta Line, primarily south of Dunsmuir and in the Sacramento River Canyon, suffered upwards of 25 washouts and mudslides, the worst of which was at Gibson where 600 feet of shelf that supported the main line and siding had completely disappeared, leaving the pieces of track structure laying at the bottom of the Sacramento River. UP/SP track crews worked day and night, and the Shasta Route was reopened at reduced speed on January 15th.

Burlington Northern & Santa Fe

The BNSF was also heavily hit with water and suffered many track outages. Its three main lines across Washington State — Stevens Pass, Stampede Pass and the Columbia River Gorge routes — were all in and out of service due mostly to mudslides and washouts. BNSF's line north from the Seattle toward Canada, by way of Everett, Washington, also suffered several hundred feet of track either covered with mountain or undercut by rivers. The 30 miles between Seattle and Everett got the worst of the storm damage. The Oregon Trunk line, which runs south from the Columbia River near The Dalles to Klamath Falls, also suffered several slides. BNSF and UP had detoured over each other's lines at times, and BNSF had also been barging containers between Bellingham and Seattle to keep traffic moving.

BNSF set up a remote command center in key areas to coordinate track crews, repair gangs and train movements with their dispatchers in Fort Worth while working around the clock to keep the lines open. It appears that BNSF's recent revival of the Northern Pacific over Stampede Pass was quite timely, and there were days when only Stampede was running, though it, too, was out for periods while the other lines were open. BNSF Northern Lines public relations executive Gus Malonas, though sounding exhausted, exclaimed with great pride on January 9, "that as of this morning we are a fully functioning railroad . . . and providing service to our customers."

The short lines

The floods of 1997 left no railroad in the affected area untouched. Perhaps the most crippled of the larger short lines is the **Northwestern Pacific**, the county-run entity operating the county-owned former SP/NWP tracks north from the Napa Valley area (Schellville) through Willits and into Eureka. The Eel River Canyon north of Willits often washes out, and this storm was no exception. Several areas disappeared under mud slides, and Tunnel 39 collapsed. In all there were more than 20 slides covering the rails with damage estimates near $5 million. Guessing about the opening of Eel River Canyon went from a few days to four weeks — the line still wasn't completely open north of Willits at press time. Though there were 27 cars stranded at Eureka to come south, there were no northbounds, since the **California Northern** couldn't wade through the high water around Schellville to interchange with the NWP. Other than high water, the Cal-Northern's operation around Napa saw minor damage, though some **Napa Valley Wine Train** trackage washed out in Napa.

At Willits on the NWP, the **California Western** heads west to Fort Bragg over a hilly serpentine route that touches some otherwise inaccessible communities. The Cal-Western suffered serious flooding and washouts, including a bad one west of Tunnel 1 which was expected to keep the line closed for at least three weeks. A Cal-Western shut-down is a serious hardship to many, as the railroad is their only access to civilization. Indeed, Cal-Western may be the only common carrier in America that still delivers and picks up local mail — engineers on the doodlebugs reach into residents' mail boxes as part of their daily routine. Year-around passenger service on the CWR is mandated by the

GREG JEWERS

FEATHER RIVER CANYON was subjected to numerous washouts like this 150'×60'×30' one about three miles west of Blairsden, Cal., near Two Rivers Road grade crossing. Just west of here was a similar-sized mud slide over the UP's former-WP main line.

California Public Utilities Commission.

The **McCloud River Railway** suffered a big washout at Big Canyon, Milepost 10, and had water running over the rails at Milepost 11.

Further north, in Oregon, Washington and Idaho, the short lines had troubles-o-plenty. The **Mount Hood Railroad** suffered numerous slides. They were shut down for about a week and expected to be fully running again by mid-January.

The **Idaho Northern & Pacific** endured flood and snow damage, reportedly at 31 locations between Milepost 59.3 and Cascade, Idaho. But the worst of their troubles came when the steel bridge between Banks and Horseshoe Bend was lost. By January 10th the steel and masonry was replaced, and INPR expected to have the slides and washouts fixed sometime in January.

Central Oregon & Pacific, operators of SP's old Siskiyou Line between Black Butte, California, and Eugene, Oregon, sustained numerous slides and washouts but had its troubles cleared up in December.

Amtrak and the commutes

Of course, Amtrak was seriously affected and virtually discontinued or delayed all of its trains related to flood areas during the height of the storms and flooding. Making matters worse were the snows that hit the Northern Tier of the plains states and Montana in the aftermath of the flooding.

Service was suspended into and out of Portland and Seattle after December 27th due to track troubles on BNSF and UP/SP. *Coast Starlight* service was ceased north of Oakland and, with Interstate 5 out, no bus service was substituted. The *California Zephyr* was discontinued west of Salt Lake City with passengers transferring to buses between there and Reno as Interstate 80 was closed over Donner Pass. The *Empire Builder* from Chicago was running only as far west as Whitefish, Montana, with no alternate transportation offered. The *Pioneer* (Chicago, Denver, Boise, Portland, Seattle) went through periods of terminating at Portland westbound with passengers offered alternate transportation to Seattle, and eastbound trains terminating at Portland with passengers flying to their destinations. By the week of January 10, Amtrak still hadn't restored full service in the Pacific Northwest and northern California, though all services should be back to normal by now.

On the commute side, Amtrak's *San Joaquins* and *Capitols* saw some delays during the height of the storms and flooding, but service resumed quickly.

Detours

During the peak of the floods in Northern California, most of the Bay Area-bound freight trains detoured via the Tehachapis, which got wet but was in full service during the entire ordeal further north. And the UP/SP traffic avoiding Feather River Canyon via the Modoc Line and Beiber Line is a real boon to railfans; both lines previously saw little traffic, but the Modoc Line was down to, maybe, one or two trains a week and was one of the first lines UP planned to mothball after the merger. The crossing of the Modoc Line and BNSF's Beiber Line at Stronghold, Cal., near the Oregon state line, is protected by some of the last operating semaphores in California. And with the Modoc detours projected for the next several months, Winterail attendees (March 8 in Stockton, see TIMETABLE) by all means should make the eight-hour drive north to see one of SP's most antique main lines in full swing.

Mopping up

By our January 23rd press time, the Class 1s were back in business, except for the Feather River Canyon. Amtrak had resumed limited service into the Pacific Northwest and should be fully running by the time you read this. UP's John Bromley related that the timing of the UP/SP merger helped greatly in dealing with the flood. "Arranging all these detours required just a phone call . . . it would have taken weeks when we were two separate companies," he said.

While there wasn't space in this issue on short notice for all the details, the summaries here should give an idea of the magnitude of Western railroading's worst disaster.

On January 22 Union Pacific announced that it would spend $30 to $35 million to rehabilitate the Feather River Canyon and expected to have it reopened "within six weeks." Because of its demonstrated value as a detour, the future of the Modoc Line will be re-examined. Maybe our headline should read, "Floods Save the Modoc!"

Special thanks go to several people without whose e-mail and phone calls this story would not have been possible: Rob Carlson (Altamont Press), Wayne Monger, Ted Benson (chief photographer, Modesto *Bee*), Jim Gilley, Bill Farmer (*Flimsies!*), Brian Jennison, Tony Johnson (*SP Review*), Vic Neves, Dick Stephenson, and public relations executives John Bromley of UP and Gus Malonas of BNSF Northern Lines.

RAILNEWS

AMTRAK CHICAGO SERVICE TO CONTINUE Amtrak and representatives of the Illinois Department of Transportation (IDOT) have reached agreement on a three-year plan to continue daily state-supported passenger rail service on three corridors radiating from Chicago. Under the plan, subject to legislative appropriation, Amtrak will continue to operate service from Chicago to St. Louis, Mo., and Carbondale and Quincy, Illinois.

Amtrak has been working very aggressively to enhance service levels, improve productivity and develop a pricing structure that is affordable to Illinois and other states. Amtrak has been Illinois' business partner in operating state-supported trains for more than 25 years. In November, Amtrak submitted to IDOT an innovative, multi-year package to provide daily service on the *State House, Illini* and *Illinois Zephyr* routes.

Amtrak is also making performance guarantees. Specifically, the railroad is promising to pay financial penalties if individual instances of departures from origin points are more than 30 minutes late and if departures from points of origin are less than 99 percent on time annually. In addition, Amtrak will operate the trains within the service parameters outlined by IDOT including trip times, scheduling and minimum seating capacity on each train. Food service will also be provided on the three routes.

Schedules are largely unchanged along the routes of the *Illinois Zephyr* (Trains 346, 347 and 348) and the *State House* (Trains 300 and 305), with daily trains northbound/eastbound in the mornings and southbound/westbound trains in the late afternoon. The southbound *Illini* (Train 391) from Chicago will continue to originate in the late afternoon/evening. Plans are to originate the northbound *Illini* (Train 392) from Carbondale and serve Champaign, following the same successful pattern of the *Illinois Zephyr* and the *State House,* and allowing for an afternoon of shopping or business in Chicago and a return downstate in the evening.

Amtrak Intercity operates passenger rail service throughout much of the United States, including Midwest corridor trains for the Chicago, Detroit, Milwaukee, Kansas City and St. Louis markets as well as most other Amtrak long-distance services.

MERGER MANEUVERS CONTINUE In an effort to comply with a Pennsylvania law that would require CSX to pay cash for all Conrail shares if the size of its stake in Conrail is greater than 20 percent, CSX sold 85,000 shares of Conrail common stock on Thursday, January 2, 1997. This move was prompted in part by a request from Norfolk Southern to the U.S. District Court in Philadelphia for a judgement on the number of CSX-owned Conrail stock. The shares were sold on the New York Stock Exchange at prices from $98.875 to $99.125 per share, representing a financial loss for CSX.

Conrail, on January 14, 1997, placed full-page ads in several major New York, New Jersey and Pennsylvania newspapers outlining the pros of the Conrail-CSX merger. The ads, outlining the "exceptional value" and "substantial upside potential" of the deal, are veritable textbooks of marketing buzz-words. The ads were focused at shareholders who are voting on whether or not to lift provisions of the Pennsylvania statute that bars corporate takeovers in the Keystone State.

David Goode, in his unrelenting opposition of the Conrail-CSX marriage, continues to maintain that the deal would only strengthen the monopoly in the Northeast and that trackage rights agreements for NS would not suffice to ameliorate the lack of competition.

Interestingly, some industry analysts, concerned about the capital intensive nature of any takeover of Conrail and the resulting cash-poor final corporation, have stated that capital improvements might suffer. With a majority of their once seemingly bottomless pockets now filled mostly with lint — that cash in the accounts of Wall Street arbitrageurs — money for ties and rail will be hard to come by.

Western mega-corporations Burlington Northern Santa Fe and Union Pacific have already voiced opposition to an even larger monopoly in the Northeast. Both of these railroads desire to merge with one of the existing two eastern corporations that are left standing after all is said and done. This will then create the first true transcontinental railroad in the United States.

Catchy phrases aside, one has to ask: Is this merger as good for shippers and employees as senior management would like everyone to believe? Will the merger take more freight off of the highways and put it on the rails? Will shipping prices be competitive or will the monopoly in the Northeast tighten its already existing stranglehold on the market? Many questions remain to be answered as the Surface Transportation Board analyzes the facts in a hopefully non-partisan manner.

A WASHOUT FORCED Thanks to a cooperative effort by two railroads and a pair of government agencies, coal is again flowing to a northeastern Pennsylvania power plant whose principal route had been cut by flooding.

Thus far, more than 15,000 tons of bituminous coal from West Virginia and southwestern Pennsylvania has been delivered to the Met Ed plant located in Portland, Pennsylvania, which is the primary power source for Easton and the Slate Belt region of Pennsylvania. The generating station also supplies electricity to the Pennsylvania-Delaware-New Jersey grid.

Involved in the detour operation were the Delaware-Lackawanna Railroad, Conrail and the Monroe County and Lackawanna County Railroad Authorities.

The regular Conrail route between Allentown and the Met Ed plant (the former DL&W "Bangor & Portland") was closed for several weeks in late 1996 and early 1997. Flooding at East Bangor, Pa., a problem for years caused by slate mining in the region which disturbed natural drainage paths, resulted in up to 18 inches of water covering the railhead.

Faced with a coal supply that was running dangerously low during harsh winter cold, power company officials began looking into the possibility of using the former Lackawanna main line from Scranton, Pennsylvania, (home of Steamtown National Historic Site) to Delaware Water Gap as an alternative.

The 50-mile route from Scranton to Analomink, near East Stroudsburg, Pa., had been acquired by the two public county authorities after Conrail ceased using it in 1980. Conrail retained ownership of the 15-mile Analomink-Portland segment which it uses to serve the power plant and five industries in the Stroudsburg-Water Gap area.

Until December 20, 1996, there had been no physical connection between the Delaware-Lackawanna and Conrail, which, concerned about CP Rail or another competitor using it, had removed a length of rail when Monroe County purchased the line in 1994.

A Conrail maintenance-of-way crew restored the severed connection after agreement for movement of a minimum of eight special coal trains for GPU was negotiated between Delaware-Lackawanna and Conrail officials (page 66).

The coal trains were being routed from Allentown to Lehighton on Conrail, from there to Dupont on the Reading & Northern Railroad and then on the Delaware & Hudson (CP Rail) to the Steamtown yard in Scranton, where it enters D-L territory. The 75-car trains have required five Conrail diesel units on the head-end and two six-axle helper units on the hind-end to tackle the famous 1.5% Pocono grade east out of Scranton.

The Scranton to Delaware Water Gap line was part of the famed "Route of the *Phoebe Snow*" from New York to Buffalo and for many years was an important artery for movement of anthracite to the New York-New Jersey metropolitan area. When it was operated by the Erie Lackawanna, the Scranton to Portland segment was the main route for bituminous coal needed by the Met Ed plant.

Studies are currently underway to determine the feasibility of returning Scranton-New York passenger service to the route — LARRY MALSKI.

ROSE PARADE SPECIAL MetroLink's first ever "Rose Parade Special" ran on January 1, 1997. The train was also their first ever revenue move on the west end of the second district of the former Santa Fe's Los Angeles Division.

About 900 people road the San Bernardino to Arcadia train. Unfortunately, the hi-rail truck that was sent out in front of the train struck a pedestrian. This necessitated the train to the parade being terminated at Claremont and buses being utilized to transfer passengers from Claremont to grandstand seats on the parade route. The train then deadheaded to Arcadia to pick up returning passengers after the parade.

MetroLink F59PH's 852 and 870 powered the six-car train in push-pull mode — TOM SAVIO.

LANCE WALES

TWO SANTA CLAUS SPECIALS MET at the diamond in Decatur, Ill., on December 14, 1996. Norfolk Southern's special headed west for Niantic behind Wabash F7A 1189 from the Monticello Railway Museum.Waiting were Decatur Junction GP16s 1608 and 1607 with the line's two cabooses.

THE FIRST SOUTHBOUND *ETHAN ALLEN* from Rutland, Vermont, was at the interchange between the Clarendon & Pittsford and Delaware & Hudson at Whitehall, N.Y., on December 3, 1996 **(below)** with F40 291 in the lead. The new train provides direct service between Rutland and New York.

JIM SHAUGHNESSY

TOM SAVIO

A ROSE PARADE SPECIAL operated between San Bernardino and Arcadia, California, on January 1, 1997, with F59PH's 852 and 870 bracketing six cars. It was the first revenue MetroLink train on the west end of the Santa Fe Los Angeles Division. The train passed the depot at San Dimas on the return trip **(left)**. Earlier, the inbound train was held at Claremont when the preceding hi-rail truck struck a pedestrian. Riders arrived at the parade by bus.

JOHN DIANNO

TOWERS ALONG THE FORMER B&O LINES around Cumberland, Maryland, continue to be closed by CSX. Viaduct Junction in downtown Cumberland has had its interlocking simplified with the removal of some tracks in the area, and Mexico Tower at the east end of Cumberland yard has closed. Next to go will be Hyndman (Penn.) Tower, located on the B&O main line, scheduled to close during the first few weeks of 1997. On the Grafton line, towers are expected to close at Hardman and Grafton later this year. Meanwhile, Hyndman Tower **(right)** stands guard for one final winter. Amtrak's *Capitol Limited* was gliding past the venerable tower on the morning of December 21, 1996.

RAILNEWS

A LITTLE BIT OF CLAY Just before 6 a.m. on Saturday, November 16, 1996, an empty CN eastbound coal train passed through Ashcroft, British Columbia, in the Thompson River Canyon. Just 1.3 miles later it ran into a small pile of clay on the tracks. Leading GE Dash 8-40CM 2415's front end lifted up off the rails, spun around to the right and went down the steep embankment. It stopped only when the front pilot came down to earth and dug in at the very edge of the water of the Thompson River. The trailing unit, number 2502, one of 23 rare CN four-window, standard body GE Dash 9-44CWL comfort cabs, continued long hood first along the main line past the derailed 2415 (**page 66**). Its wayward journey came to an end approximately 150 feet from the initial wreck when it lost its footing and rolled onto its left side. Thankfully, the unit only rolled 90 degrees onto its side and did not roll completely down the bank and into the river. Six empty coal cars then jack-knifed behind 2502.

Normally a pile of soft clay on the tracks would not derail locomotives. The problem was that this clay was not soft. The cause of this derailment was due to events that had happened a week earlier.

The week before the November 16 slide came down, it had rained quite heavily in the semi-desert region of Ashcroft. A clay bluff high above the tracks at Mile 47.4 (from Kamloops, B.C.) on CN's Ashcroft Sub had absorbed the water and then froze each night. The resulting freeze-and-thaw prevented the ground from drying out.

On the morning of Saturday, November 16, a small, weak section of the bluff gave way and came down on what should have been a soft clay, silt slope. But the slope was also frozen solid for a thickness of three and one half inches. The frozen silt slope acted at a toboggan slide, directing the frozen clay onto the CN tracks. The frozen blockage, instead of being an innocuous obstacle, capable of being pushed out of the way by the train's mass, emulated a blockage more like an immovable rockslide. The result was property damage and disruption of service. Luckily, no loss of life was reported. The line reopened later the next day, November 17, but locomotive 2415 was not removed until the second week of December 1996 — DAVID J. MERIDEW.

NAPA VALLEY WINE TRAIN In a rare instance of the prototype imitating the model, the Napa Valley Wine Train has added the full length Super Dome *Champagne* to its consist (**page 64**). Recently, K-Line electric trains offered a dome in their "official" O-scale NVWT set. This caused problems for the Wine Train in that they didn't have a dome car in their train. Fearful that people who saw the model dome would expect to ride its 1:1 scale counterpart that at the time did not exist, Lou Schuyler, NVWT road foreman of engines and the "Father of the Wine Train," came up with a solution — purchase a dome car and run it on the train. This would be ultimately less expensive than trying to have the dome removed from the model consist.

The car they bought was built in 1952 by Pullman-Standard as "Super Dome" 52 for the Milwaukee Road's *Olympian Hiawatha*. It was sold to CN and became 2405, *Columbia*, and then VIA 2705. It then went to Tour Alaska as 7090 before becoming Amtrak 9311, used on the *Auto-Train*. It was repainted and set-up for NVWT by the Ringling Brothers Circus shops in Florida. And as per its new paint job, NVWT is now painting all of its roofs silver instead of "Grape Leaf Green" to aid in keeping the cars cooler during the summer — TOM SAVIO.

CONRAIL'S CARNEGIE CLUSTER On December 7, 1996, RailTex started the Pittsburgh Industrial Railroad. Power is former Salt Lake City Southern GP7u 2207 (**page 3**) and a number of GP15s leased from Conrail. RailTex took over the Carnegie Cluster, which includes the old Pittsburgh, Chartiers & Youghiogheny (pronounced Yocca-gainy), from Conrail for their new PIRR. The operation utilizes the old PC&Y yard office in McKees Rocks, located just north of Pittsburgh on the west side of the Ohio River. The PIRR uses two crews — one working the old PC&Y trackage on Neville Island and another on the former Pennsylvania Railroad line south towards Canonsburg, Pennsylvania — DAVID E. BAER.

STAMPEDE PASS THREATENED The Burlington Northern & Santa Fe Railway is in the process of rediverting approximately three-quarters of a mile of the Green River in the state of Washington. Recently rebuilt and reopened to the tune of $125 million, BNSF's Stampede Pass line in the Cascade Mountains is now threatened by the river, which rechanneled itself during heavy flooding in February 1996. Seemingly a nightmare of EPA and other regulatory red tape, BNSF needs not so much as a permit to change the routing of the Green. Army Corps of Engineers guidelines for permits do not apply to the project because the depth of river that BNSF is toiling in is too shallow to be affected by need for special permission. This has local residents, the City of Auburn, Wash., and Tacoma City Water concerned. With construction in the river stirring up silt, potable water must be gotten from the North Fork of the Green River and then again from the main fork after the sediment settles back down. At the heart of opposition is the concern by towns along the reopened 230-mile line, of trains blocking crossings and railroad noise.

Growing ports at Seattle and Tacoma obviated the need for a heavy density rail line for access and egress. Grain and general merchandise shipments to Puget Sound are increasing at a rapid rate, and alternate routes, namely the Stephens Pass line and the Columbia River line, are already overcrowded with freight traffic.

BNSF holds that federal law allows them to operate without local permits, a fact that the City of Auburn is challenging in the 9th Circuit Court of Appeals. Auburn also wants the railroad to help pay for bridges and tunnels to grade separate the right-of-way from roads — BEN KERR.

DURANGO & SILVERTON NARROW GAUGE SOLD First American Railways, Inc., an entertainment-based passenger rail company, announced on December 16, 1996, that it has reached a definitive agreement to acquire from Charles E. Bradshaw, Jr., all of the common stock of the Durango & Silverton Narrow Gauge Railroad Company.

Terms of the agreement call for a cash payment of $15.8 million, a purchase money financing in the amount of $4.2 million, 200,000 shares of First American Railways common stock and stock purchase warrants to purchase 600,000 more shares of common stock which are exercisable at $5 per share. FAR has authorized its investment banker, International Capital Growth, Ltd., to facilitate the financing necessary for the acquisition. The closing is expected during February 1997.

The company has made a $2 million deposit in connection with the proposed transaction which is refundable only upon the occurrence of certain limited circumstances.

First American Railways plans to continue to maintain the strict standards of authenticity and safety of the National Historic Landmark while endeavoring to promote the unique and natural environment of the scenic mountains. Charles E. Bradshaw, Jr., president of the D&SNG, has stated that he is looking forward to a continuing relationship with FAR and feels the railroad will remain in good hands.

STRASBURG BUILDS STEAM The Strasburg Rail Road's name is about to appear on a builder's plate, as it was awarded a contract to build a steam locomotive from scratch. A private individual from the West wants a replica of the Virginia & Truckee's first locomotive, a 40-inch drivered 2-6-0 named "*Lyon*" with 14"×22" cylinders. The original *Lyon* was built by H.J. Booth of San Francisco, California, in early August 1869 at a cost of $16,500. Quickly deemed too small for the V&T's growing freight business, the *Lyon* was retired in the 1880s and stored in the Carson City enginehouse. Moved outside in 1887 to make room for passenger cars, the *Lyon* was slowly dismantled for parts and eventually scrap a few years later.

The Strasburg shops has been working on their *Lyon* since the early months of 1996. Since no detailed drawings of the original engine exist, SRR is working from general arrangement drawings, photographs and some detail drawings supplied by its owner. SRR chief mechanical officer Lynn Moedinger has been researching locomotive design and construction techniques from the period for this project while Smithsonian Curator of Transportation Emeritus John H. (Jack) White has been consulting on the design.

The locomotive, once built, will go to the Nevada State Railroad Museum in Carson City where it may be a regular runner. Moedinger will build the engine as faithfully as practical to historic practice, including a riveted boiler, although modern materials and welding will certainly be included on the new *Lyon* to ensure safe and reliable operation of the classic V&T design — MIKE DEL VECCHIO.

COLOR PRINT. GEORGE HOCKADAY

THE LANGFORD UNDERGROUND RAILROAD has begun operations over a portion of the abandoned right-of-way of the Buffalo & Susquehanna in western New York south of Buffalo. LURR's S2 was making the first run over the line since 1916 on April 1, 1996. The crew described the trip as "slow going."

THREE KODACHROMES. KEITH E. ARDINGER

EASTERN IDAHO RAILROAD has begun applying new nose decals on their locomotives as evidenced by SD45 6525 at Twin Falls, Idaho (**above left and above**). EIRR 6525 was originally Pennsylvania Railroad 6200, later the same number for Penn Central and Conrail. It went to the Chicago & North Western as its 6525 before going to Idaho. The EIRR boasts three other SD45s including former-Southern 3133 and 3167 with high short hoods set up for long-hood-forward operation and PRR/PC/Conrail 6186. They are numbered EIRR 3133, 3167 and 6513 respectively. EIRR also has about 20 four-axle EMD's including GP35R's, GP7u's, GP30s, GP40s and a GP35.

KODACHROME. DAVID SMITH

CASCADE & COLUMBIA RIVER GP40s 6637 and 6636 idle in Omak, Washington, in November 1996. This new RailAmerica operation covers a former BN (GN) line between Oroville, Washington, near the Canadian border, and Wenatchee, 137 miles to the south.

KANSAS EASTERN, the newest WATCO short line, purchased 140 miles of track in southeast Kansas between Columbus and Augusta. The line was originally a part of the Frisco's Wichita and Carthage Subdivisions. On December 8, 1996, GP8s 1592 and 1505 from sister road Southeast Kansas, were visiting the Kansas Eastern yard in Neodesha (**right**). The two locomotives were recently acquired from the Chicago Central and were originally QNS&L 115 and IC 8905 respectively. There are no plans for the Kansas Eastern to acquire its own power; locomotives will be borrowed from other WATCO properties.

The Duluth &

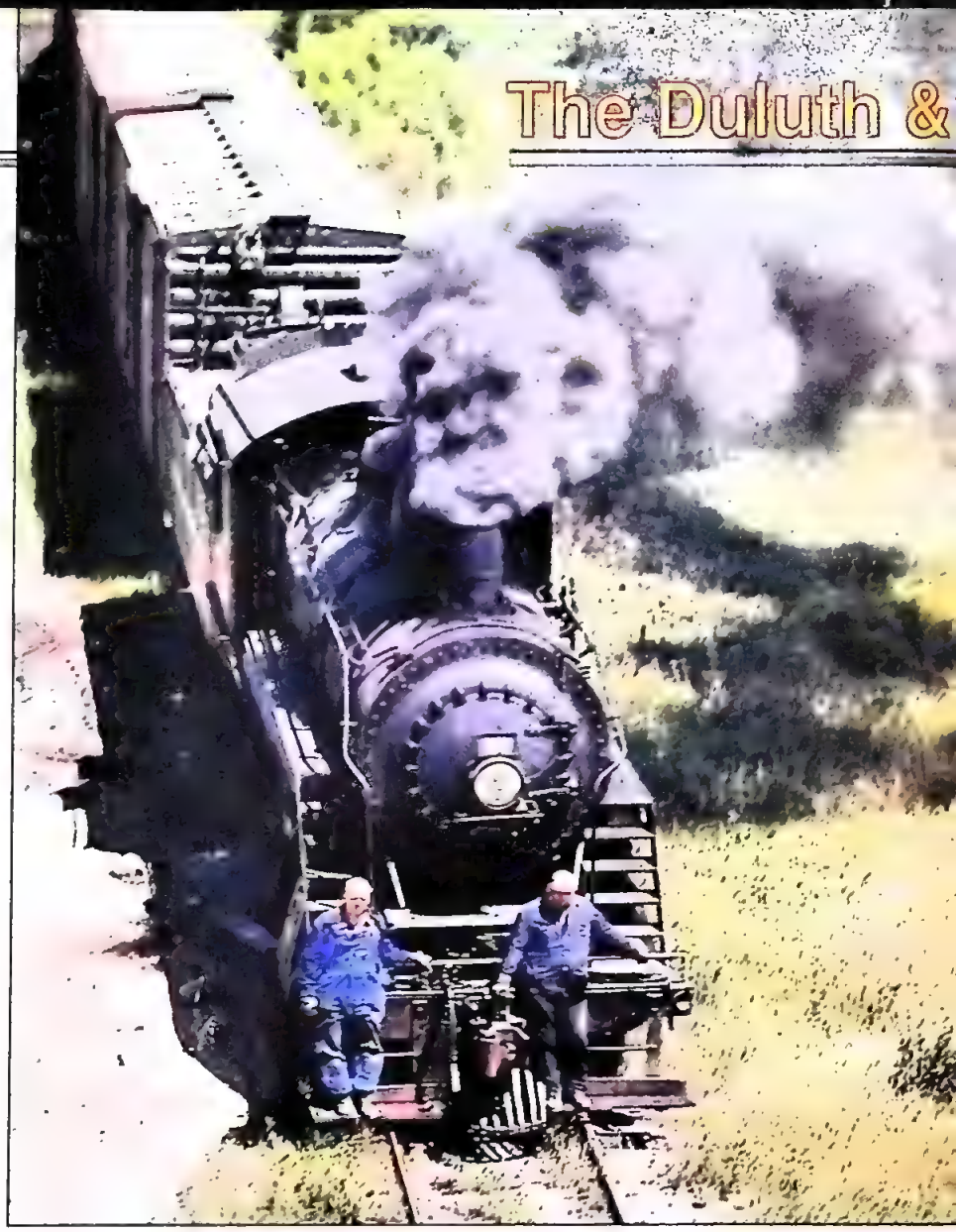
by Steve Glischinski

DULUTH & NORTHEASTERN. For steam fans of the 1950s and '60s, just the name conjured up excitement. This small short line, based in Cloquet, Minnesota, 19 miles west of Duluth, gained notoriety for continuing to operate steam power until 1964. But since the end of its steam era, the D&NE has slipped into obscurity, despite the fact that it is one of the last remnants of Minnesota's once-vast logging railroad empire — and that it operates three colorful switchers that are over 50 years old!

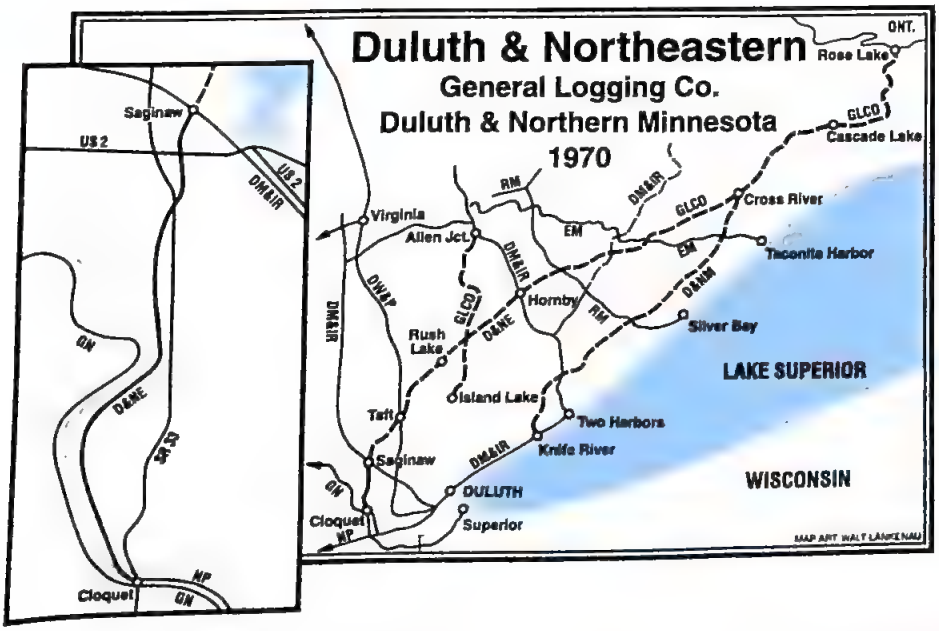
In the 1980s and '90s big changes came to the D&NE, resulting in the railroad abandoning its main line between Cloquet and Saginaw, where its famous fleet of steam locomotives once trod. With all the changes in the last few years, it's appropriate to look back at yesterday's D&NE, as well as to examine current operations.

Logging railroad empire

The Duluth & Northeastern's roots (no pun intended) can be traced to the extensive logging operations that once laced northeastern Minnesota. Frederick Weyerhaeuser, who founded the famous paper company that still bears his name, also had a hand in the creation of the D&NE. In 1883, he acquired an interest in a small logging company in Cloquet, along the St. Louis River west of Duluth, that would become the Cloquet Lumber Company. In 1896, he acquired the C.N. Nelson Lumber Company in Cloquet, through a company he had formed, the Northern Lumber Company. The Duluth & Northeastern was formed in 1898 to tap lumber stands in the Cloquet River Valley, 30 miles north of Duluth. Ownership of the railroad was divided between the two lumber companies: Cloquet and Northern.



WITH THE CREW "decorating" the footboards, 2-8-0 No.28 was about to duck under the Highway 33 overpass in Cloquet on June 14, 1963. On March 7, 1963, 2-8-0 14 **(opposite top)** was just west of that bridge alongside Northern Pacific GP9 366, up the branch from Carlton. SW1000 No.35 **(opposite bottom)** was working the Potlatch mill on July 23, 1996.



The railroad reached 27.5 miles from a connection with the Duluth & Iron Range at Hornby to Island Lake, with an additional 19 miles of spur lines. Logs were cut and transported by the D&NE to Island Lake, where they were dumped and floated to the Weyerhaeuser mills in Cloquet via the Cloquet and St. Louis Rivers. At this time the D&NE shops and headquarters were located in Rush Lake, about three-quarters of the way between Hornby and Island Lake. Today, Hornby, Rush Lake and Island Lake are all ghost towns, with little trace remaining of the D&NE, although some of the old right of way is used for forest and county roads.

In the spring of 1902 the problem of

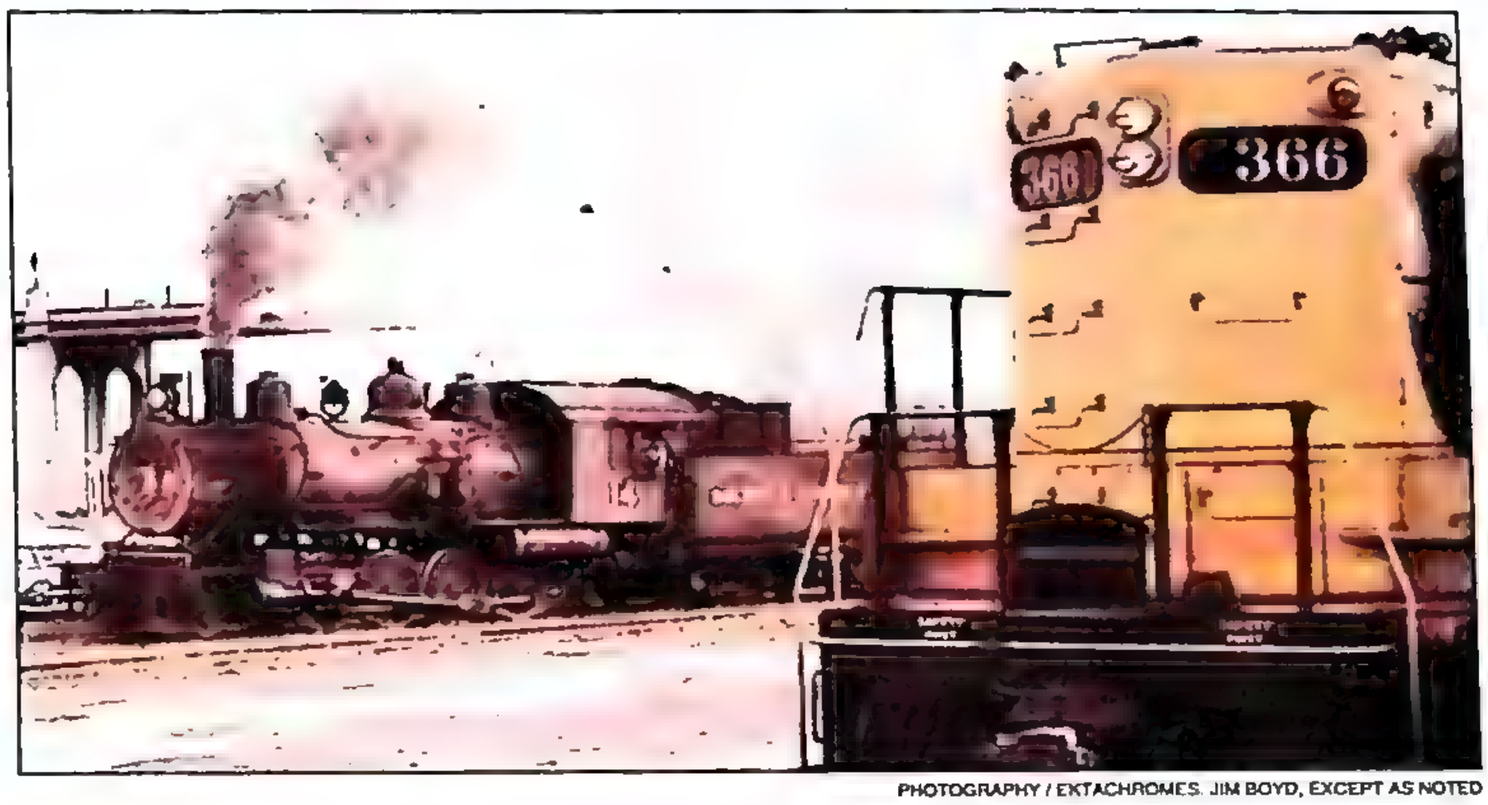
Northeastern: Dieselized and Downsized

relying on rivers for moving logs became evident. Low water levels on the Cloquet and St. Louis rivers prohibited floating logs downstream, forcing the Cloquet mills to shut down. Other lumber companies, who had all-rail transportation routes available, continued in operation.

Recognizing the problem, in 1904 the D&NE was extended 42 miles from Rush Lake directly to the St. Louis River at Cloquet, with the old line to Island Lake abandoned. The new railroad crossed the Duluth, Missabe & Northern at grade at Saginaw, about twelve miles out of Cloquet, a point that would be important to the railroad in the future. In 1905 a bridge was completed across the St. Louis River to reach Dunlap Island in Cloquet. A new shop and headquarters building were constructed in the island, where they remain to this day. Since the shops were on an island, a second bridge was also built to allow the railroad access to town.

In the years that followed, the D&NE prospered, carrying logs and passengers between Cloquet and Hornby and frequently adding spur tracks off the main line to access logging areas. There were setbacks, however. In 1918 the entire community of Cloquet, including the D&NE shops, burned to the ground in a gigantic brush fire that swept into town, igniting piles of lumber standing around the mills. The shops and the town were soon rebuilt, but this would not be the first time the railroad faced disaster. In 1950 floods washed out many spots along the main line and took out the road's St. Louis River bridge adjacent to the shops. A new bridge was opened in 1951, but the following year another fire destroyed the Cloquet roundhouse. A new facility was constructed that is still in use today.

In 1927 and '28 the General Logging Company, which conducted logging activities for the two Weyerhaeuser-controlled lumber companies in Cloquet, laid plans to log the northernmost reaches of northeastern Minnesota. The company constructed a railroad from a D&NE connection at Cascade Junction, near Hornby, 51 miles to a connection with the abandoned Duluth & Northern Minnesota Railway. The D&NM trackage, which had been left intact, was used for the next 24 miles to Cascade, where General Logging built a yard and locomotive servicing facilities. Additional trackage was constructed beyond Cascade that reached to the Canadian border. While the line between Cascade and the border was operated by General Logging, D&NE crews handled all road movements



PHOTOGRAPHY / EKTACHROMES. JIM BOYD, EXCEPT AS NOTED

KODACHROME: STEVE GLISCHINSKI

between Cascade and Cloquet, a distance of 131 miles! The decade that followed the construction of the General Logging lines were the "golden years" for the D&NE, with continuous log train activity in addition to passenger service offered over the 131-mile route.

But it was not to last.

In 1929, ownership of the D&NE passed to Northwest Paper Company, which controlled the railroad for the next 35 years. By 1938, most of the usable timber along the General Logging line had been cut, leaving little reason for the railroad to remain. After being in service a little over ten years, in 1939 the General Logging line was pulled up, leaving the D&NE with its original main line from Cloquet to Hornby.

In 1938 the Duluth & Iron Range was consolidated with the Duluth, Missabe & Northern to form today's Duluth, Missabe & Iron Range. With a DM&IR connection already in place at Saginaw, 11.4 miles from Cloquet, and with little business beyond that point, the D&NE abandoned the line from Saginaw to Hornby in 1941.

Into the spotlight

In the years that followed, D&NE continued quietly about its business, receiving logs and raw materials and interchanging paper products and freight with the DM&IR at Saginaw and the Great Northern and Northern Pacific at Cloquet. The main line to the Missabe Road connection at Saginaw was usually operated on a twice-daily basis. However, events soon brought the little short line into the spotlight.

By the mid-1950s, most U.S. Class One railroads had either dieselized completely or were in the final stages

THE DULUTH & NORTHEASTERN'S Cloquet engine terminal is on Dunlap Island in the St. Louis River. The old main line, where 0-6-0 No.29 was resting (**right**) on June 17, 1963, passed between the general office and the water tank. This became a stub when the bridge to the left of the enginehouse burned in 1950 The old grain elevator was converted into a coaling tower. Number 27 was at the ice-covered water tank (**below**) on March 7, 1963.

of dropping the fires on their steam locomotives. There were a few notable exceptions, and one was the Duluth, Missabe & Iron Range, which continued to move iron ore with steam power from the Missabe and Vermillion iron ranges to Lake Superior ore docks in Duluth and Two Harbors throughout the 1950s behind 18 modern 2-8-8-4s, built by Baldwin in 1941 and 1943. Other large power included ex-B&LE 2-10-4s, former Union Railroad 0-10-2s and 2-10-2s built for the DM&N in 1916 and 1919. In addition, there were numerous Mikados and 2-8-0s and a pretty trio of Pacifics. The Missabe was friendly toward fans,and the entire operation soon became a photographer's paradise. Along the way to visit the Missabe, fans began to discover another steam stronghold: the D&NE.

While the Missabe began replacing steam in road service in 1955 with an order for SD9s, the D&NE remained 100% steam powered, picking up two Consolidations from the DM&IR that same year. For the next five years, as the Missabe methodically dieselized, fans flocked north to record the last of its big steam, usually making a stop at the D&NE. The two railroads recognized the history their steam power represented and operated several special trains. Missabe 2-8-84s were frequent excursion power; on at least one occasion pulling a train to Saginaw where D&NE steam took over for the trip to Cloquet.

The last regular service ore run for a

Yellowstone operated on July 5, 1960, with 2-8-8-4 222; on July 3 and 4 the same locomotive had powered an Illini Railroad Club excursion. The special trains continued past the end of regular service steam: on the 4th of July 1961 the 224 and 225 worked separate excursions (the last use of 2-8-8-4s).

On September 2, 1962, DM&IR 2-10-2 514 pulled an Illini Railroad Club special out of Duluth, at Saginaw D&NE 2-8-0s 14 and 27 took over for the double-headed round trip to Cloquet. The last Missabe steam run was on September 29, 1962, when the 514 made a trip for the St. Louis County Historical Society. Shortly after this trip the 514 was scrapped, but the Missabe preserved three Yellowstones and two 2-10-2s and returned one 0-10-2 to the B&LE.

The D&NE's steam power continued on, however, and its post-1960 roster included a unique array of locomotives purchased both new and second-hand. The "fleet" consisted of four 2-8-0s and an 0-6-0 — two Baldwins, two Alcos and a Lima — all of which survive today.

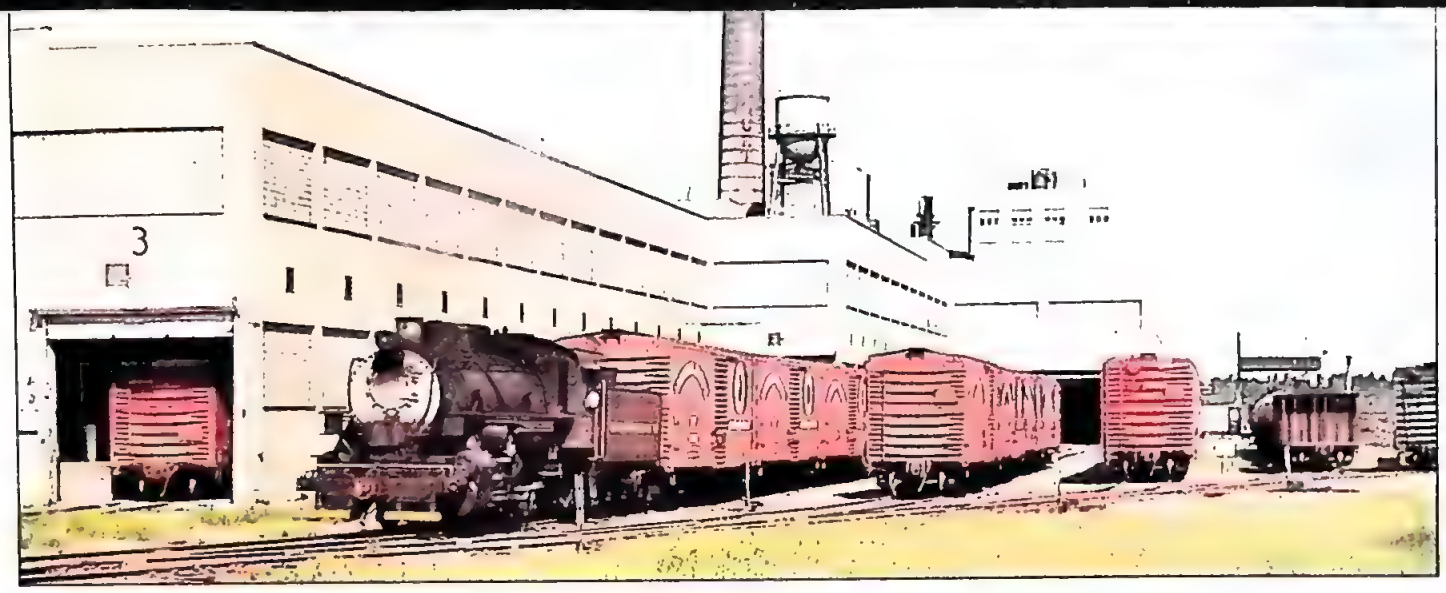
Consolidations 14 and 16 were built new for the railroad by Baldwin in 1913. Well proportioned, the two 2-8-0s used saturated steam (no superheaters) and had slide valves and Stephenson valve gear. The saturated steam gave them a deep, soft and lusty exhaust. They epitomized the look of steam power during the early 20th Century.

These looks must have attracted attention, for in 1961 the 14 traveled to

KODACHROME RUSS PORTER

THE DULUTH, MISSABE & IRON RANGE was making big news in the late 1950s by continuing to run big steam like 2-8-8-4 221, shown at Proctor in April 1959. On September 2, 1962, an Illini Railroad Club fantrip out of Chicago ran on the D&NE behind Nos. 14 and 27 (**below**); from Saginaw, the excursion returned to Duluth behind DM&IR 2-10-2 514.

KENNETH INGMANSON

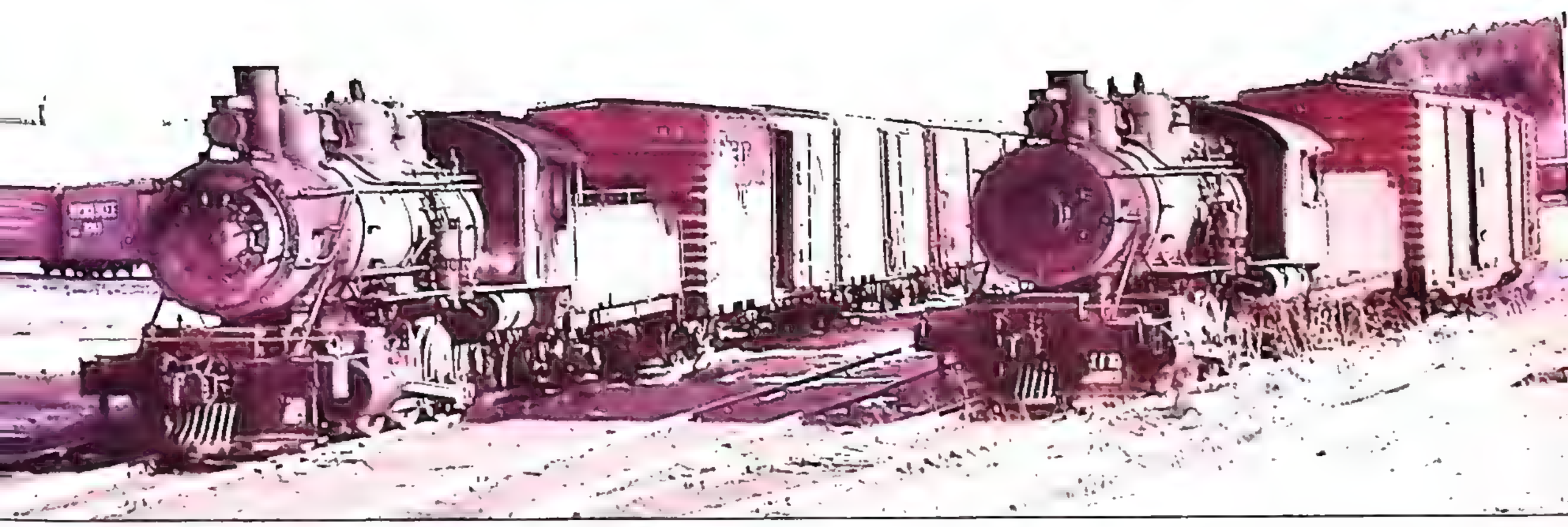


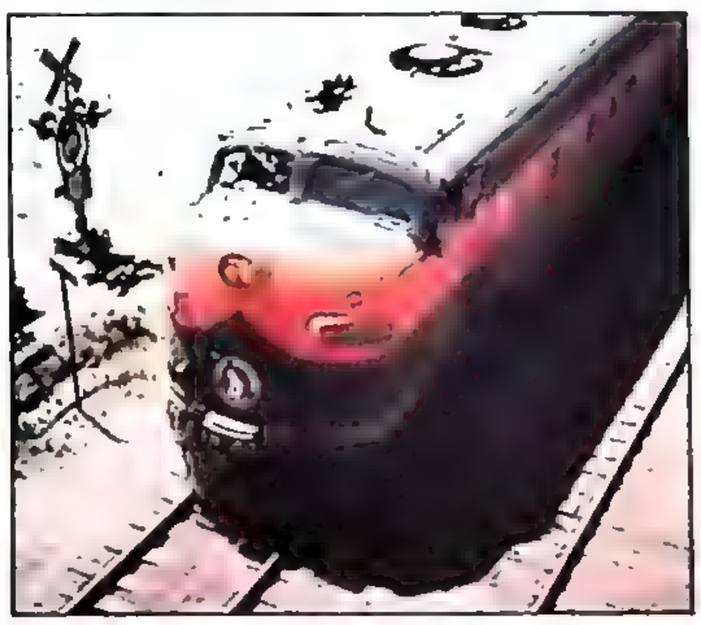
the Soo Line near Mellen, Wis., for a stint in a movie, even being relettered Soo Line. After the end of steam in 1964, the locomotive was sold to the Black Hills Central tourist road in Hill City, S.D., where it is displayed today.

Sister engine 16 was the railroad's "hoodoo" engine. In 1917 it derailed on the St. Louis River bridge in Cloquet, killing the brakeman. The 16 was rebuilt, only to be caught in the Cloquet fire of 1918. Returned to service after the blaze, it was to be damaged once again in the roundhouse fire of 1952. After rebuilding, the 16 remained in service until 1964, having survived its most severe challenge in 1963, being the first steam locomotive to be operated by railfan Jim Boyd (hostler Toivio Walli let visitor Boyd run the locomotive around the engine terminal as it was being coaled and watered after the day's run). The sturdy 16 was placed on display in a Cloquet park a few blocks from the D&NE shops.

The D&NE purchased two "big" 2-8-0s from the Missabe Road in 1955. The 27 and 28 were both superheated and had piston valves but kept the "inside" Stephenson valve gear. The 27 was built by the American Locomotive Company (Pittsburgh) for the Duluth, Missabe & Northern in 1907 as 348 and retained that number after the formation of the DM&IR in 1938. The 27 put in nine years of D&NE service until retirement in 1964; it's on display today in Barnum, Minn., about 35 miles south of Cloquet.

The oldest member of the D&NE's survivors, number 28, formerly DM&N and DM&IR 332, was the last steam locomotive operated by the D&NE. Built in 1906 by Pittsburgh, it was retained by the D&NE after the end of steam and became something of a "steam star" in the Duluth area. On July 31-August 1, 1965, the 28 pulled short trips over Soo rails around Duluth to celebrate that city's 100th birthday, with trips originating at the now-demolished Soo Line depot. On August 28-29 the engine pulled trips on the D&NE. As late as 1966, the 28 continued to pull special trains, even venturing off-line for a trip on the Duluth, Winnipeg & Pacific. Held in the Cloquet shops, it was occasionally





CONSOLIDATIONS 14 AND 16 were working the west yard at the Wood Conversion Company (now U.S. Gypsum) on March 8, 1963. Army 0-6-0 No.29 was working the other end of the same yard (**opposite center**) on June 16, 1963, and the same day was switching NP cars (**opposite top**) at the Northwest Paper mill (now Potlatch) at the east end of Cloquet. Consolidation 28 (**opposite bottom**) was crossing onto the east end of Dunlap Island with the afternoon job to Saginaw on June 17. F-units like 312A were typical power on the GN through Cloquet in 1963.

fired up to provide a boiler for heating in the roundhouse. The 28 was finally donated to the Lake Superior Museum of Transportation in Duluth in July 1974, where it is now on display.

The newest steam locomotive on the D&NE was 0-6-0 29, which had been built by Lima in 1944 for the U.S. War Department as number 4047. After World War II, the "Army 0-6-0" was sold to the Bay Terminal Company of Toledo, Ohio, were it was numbered 123. In April 1956 the D&NE purchased the engine to hold down switching duties at Cloquet. When arriving in Cloquet, you could tell when the 29 was running without ever seeing it — the only locomotive on the roster with "outside" valve gear (Walschaerts), the 29 worked with a distinctive "slapping" sound in its rods.

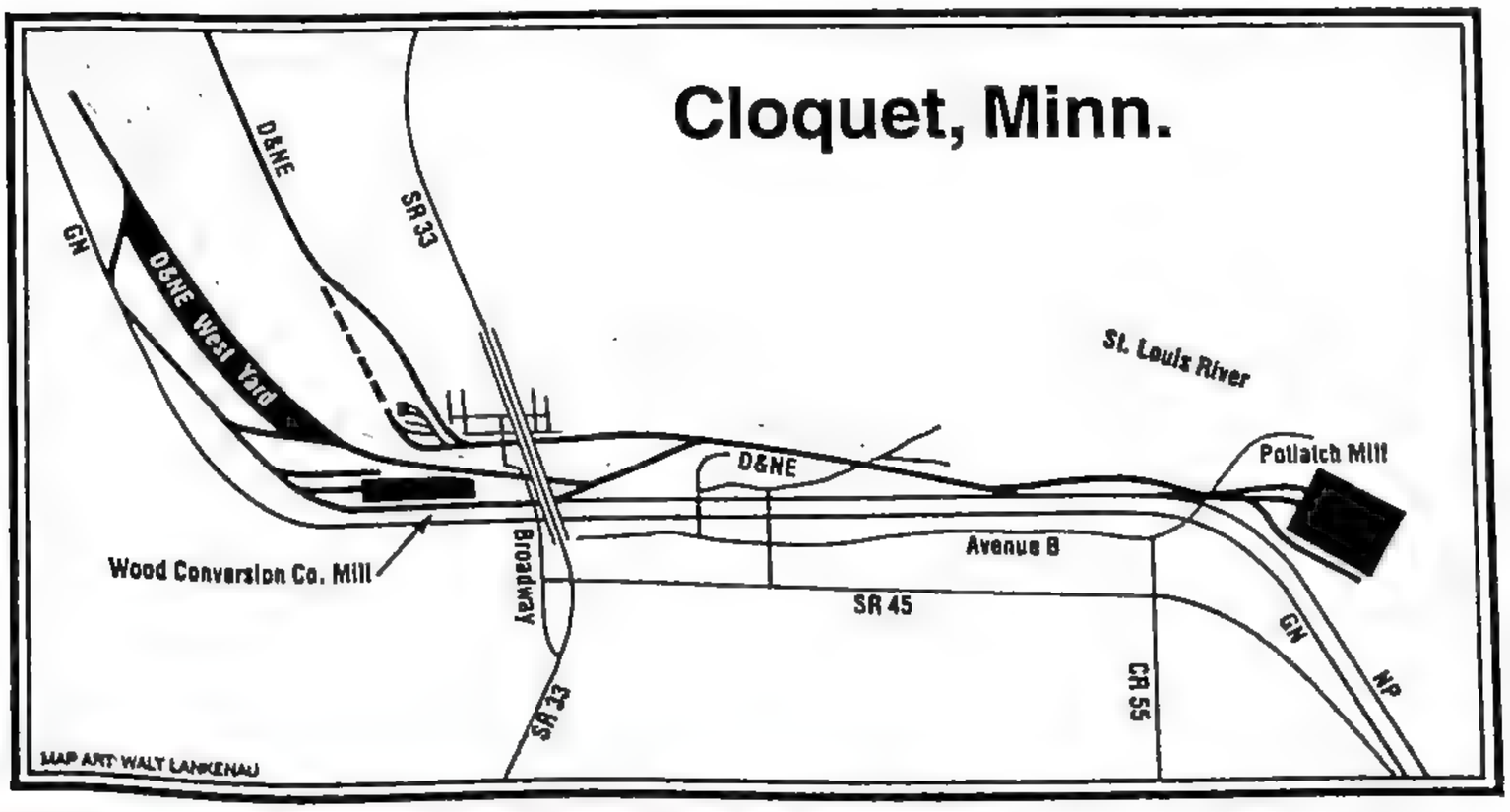
Retired in February 1964, the 29 was held at Cloquet until the early 1970's when it was moved to South Dakota. Today, the engine resides at Prairie Village in Madison, S.D., and has operated on an irregular basis pulling passengers on a two-mile loop.

A typical day in the early 1960s would find two jobs working on the railroad. If you checked out the engine-house the night before and noted which engine was in what stall, in the morning you could tell what would be running by looking out your window in the old Northeastern Hotel to spot which stall stacks had smoke coming out of them.

Since there was no turntable, and the only wye on the railroad was at Saginaw, the engines all faced north, so the two runs to Saginaw provided the best photos. There were many photo opportunities around Cloquet, but the main line went mostly through the woods and was crossed by only a couple of roads, except for the last couple of miles on the Saginaw end. A typical "chase" would involve getting the 2-8-0 leaving Cloquet and then racing up to the Route 33 crossing to follow the train into Saginaw.

After watching the switching in the interchange yard at Saginaw, most fans would abandon the tender-first south-bound trip in favor of returning to Cloquet to catch the other job switching the mill yards — any of the five engines could work the yard job, but the 0-6-0 would never handle a road job to Saginaw. The D&NE's west yard was nestled between the river and a broad, sweeping curve on the Great Northern main line, where orange and green F-units frequently rumbled past with ore trains down from Virginia, Hibbing and Bemidji. Down alongside the mill, a black and yellow Northern Pacific Geep could often be found on the stub-end six-mile branch from Carlton. In mid-afternoon, one of the 2-8-0s would make another run to Saginaw.

These road jobs were actually mixed trains, because you could buy a ticket for less than a dollar to ride the caboose. Discovering he had two passengers on the frigid morning of March 7, 1963, conductor Carl Johnson made a couple of extra switching moves just before departure to put four hoppers and



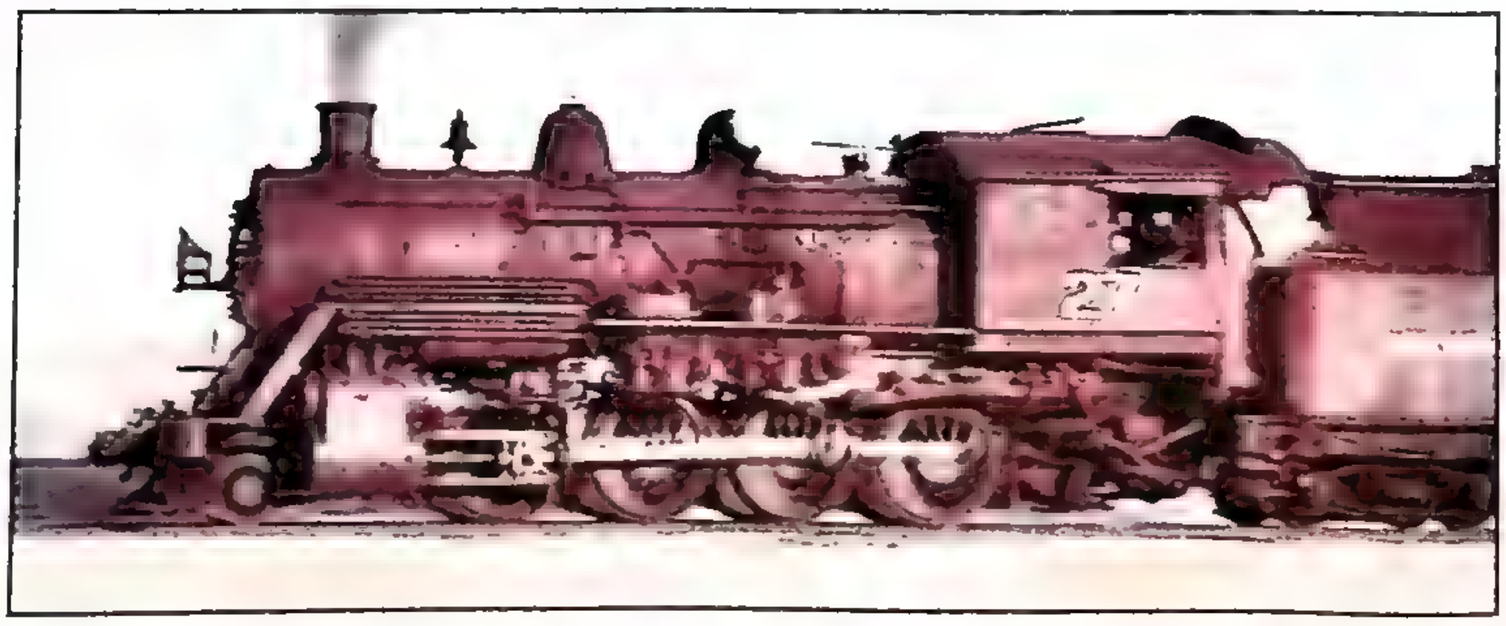
gons at the end of the train instead of a tall boxcar so his passengers would have a better view from the cupola of the cozy wooden caboose. Although it wasn't "official" policy, cab rides could usually be had for the asking, and as previously noted, the night hostler would even occasionally let a responsible fan run a light engine. The D&NE made visiting fans feel genuinely welcome.

New owners / new power

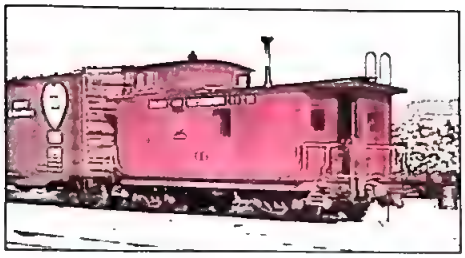
In 1964 the D&NE was sold to Potlatch Forests of San Francisco, and the first diesels came to the short line: SW1s 31 and 32 from the EJ&E. Steam continued in occasional use but was retired from regular service when 2-8-0 28 pulled a series of well-attended trips on August 29-31, 1964. In 1965, SW1 33 and NW2 34 arrived from the "J," completing D&NE's used diesel roster. In 1967 the D&NE received from Electro-Motive its only "built new" diesel, SW1000 No.35, which replaced the 34. The three SW1s, built in 1940 and '41, and the SW1000 remain in service today.

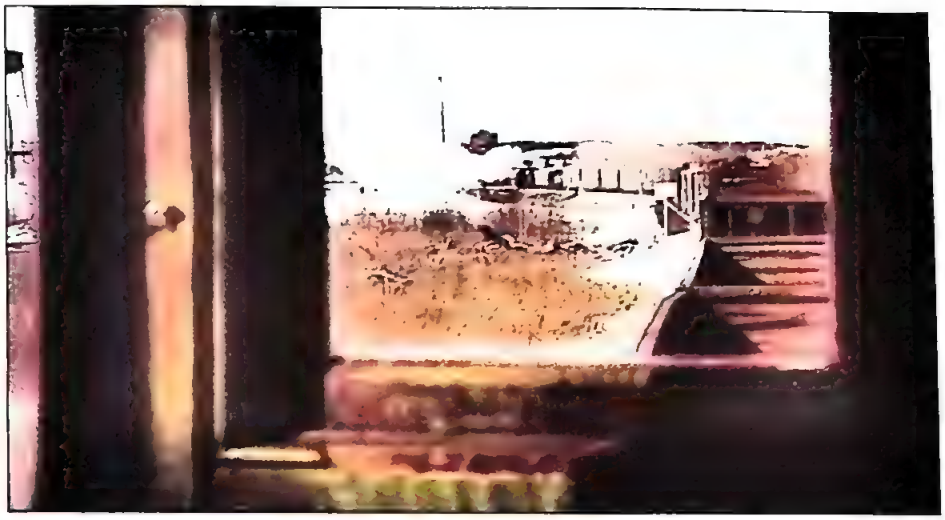
With diesels pulling its trains, after 1965 D&NE operations continued as before, although the Saginaw run was soon down to one trip per day. Through the late 1960s you could still purchase a ticket to ride the caboose on a Cloquet-Saginaw round trip. Six days per week, a train traveled the main line, while yard crews worked the GN and NP (after 1970, BN) interchange and switched the huge Potlatch mill.

This operation continued through the 1970s and into the mid-1980s. Regular power for the Saginaw run was the SW1000,



NUMBER 27 was making good speed as it approached Saginaw on a frigid March 7, 1963, afternoon. By contrast, engineer Ben Morkin was enjoying a leisurely lunch (**top** and **inset**) at Saginaw after bringing the morning train up from Cloquet with No. 16 on June 14, 1963.





with a morning departure out of Cloquet. The train was usually trailed by D&NE's ex-DM&IR wood caboose 07, where, upon arrival in Saginaw, the crew would gather for a brief meal. After picking up cars from the Missabe, the train would return to Cloquet, arriving back before noon. The crew would frequently take cars over to the BN interchange or Potlatch before tying up at the roundhouse.

The railroad remained friendly, operating occasional public trips. One notable excursion in August 1973, sponsored by

CONDUCTOR CARL JOHNSON (below left) rearranged his morning train at Cloquet on March 8, 1963, to put gons and hoppers between the Wabash boxcar **(above left)** and caboose 06 to provide a better cupola view **(above)** for mixed train passengers Bob Ferge and Jim Boyd. During the lunch stop at Saginaw with the 27 pausing on the rear of the southbound consist **(bottom)**, the crew grilled pork chops on the caboose coal stove **(below)**.

KODACHROME STEVE GLISCHINSKI

the Lake Superior Museum of Transportation, carried passengers in five cabooses (an NP, two BN and two DM&IR), a flat car with benches and DM&IR baggage-sleeper-lounge W24, all pulled behind the regular freight consist to Saginaw!

So long, Saginaw

Unfortunately, by the 1980s, changes were in the offing. The Missabe was increasingly focusing on its taconite business and showed little interest in pursuing pulpwood traffic, and its freight rates reflected this. With increased rates at Saginaw, much of the business being delivered to Cloquet mills came via Burlington Northern or by truck. The D&NE's primary interchange partner became the BN, and the main line fell silent. But switching continued in Cloquet, with BN eventually pulling off its Cloquet-based local and the remaining business going to the D&NE.

The main line saw one last hurrah, however. On June 24-25, 1989, the Lake Superior Museum of Transportation sponsored trips, using deluxe passenger equipment between Cloquet and Saginaw. Because the main line hadn't been used in several years, museum volunteers guarded the grade crossings to stop

SOME THINGS IN CLOQUET have changed very little. The Northeastern Hotel, which saw the passage of No.28 on June 17, 1963, was still there for SW1 No.32 on October 16, 1991. SW1000 No.35 no longer works the interchange at Saginaw like it did on September 10, 1977 (**bottom left**) or approaches the Highway 33 crossing (**bottom right**) as on March 10, 1983.

motorists not used to seeing trains on the rust-covered rails. When SW1000 35 arrived back in Cloquet on Sunday, June 25, 1989, an era had ended. It was the last trip on the D&NE main line, after 85 years of service.

In 1990, heavy rains washed out portions of the line, and on April 7, 1991, the railroad filed a petition with the ICC to abandon the Cloquet-Saginaw line. Contractors bid for the job of pulling up the track and begin their work in the spring of 1992. When they were finished only four miles of the D&NE remained, all in the Cloquet area.

Even though the line to Saginaw is a thing of the past, D&NE operations in Cloquet remain interesting. Six days a week, one of the SW1s or the SW1000 emerges from the enginehouse and heads first to the BNSF interchange to pick up cars; the D&NE leases four tracks from BNSF for interchange work. After picking up the BNSF cars,

TWO KODACHROMES STEVE GLISCHINSKI

the crew heads to the west end of the Potlatch mill, switching carloads of pulpwood, wood chips and chemicals and pulling out any empties destined for BNSF. Potlatch leases a D&NE SW1 to handle chores inside the plant itself, but they cannot operate on D&NE-owned trackage.

After working Potlatch, the D&NE job heads to the United States Gypsum (USG) factory in Cloquet, which makes ceiling tiles. Each week the railroad brings in about a half dozen hopper cars of perolite, used in the manufacturing process. After switching USG, the crew heads back to Potlatch, pulling any cars for BNSF. After setting out these cars out at the interchange, the crew heads back to the enginehouse to tie up. The whole process generally takes five-and-a-half to six hours. The switch crew is called for 11:00 a.m. Monday through Friday and 9:00 a.m. on Saturdays. Burlington Northern Santa Fe's Brainerd Local makes a side trip up from Carlton to Cloquet to pick up and set out. The westbound local usually arrives Mondays, Wednesdays and Fridays around noon. On Tuesdays, Thursdays and Saturdays the eastbound local arrives in the afternoon. There are also numerous taconite extras and freights that pass through Cloquet each day on the former-GN line.

Photographing the D&NE around Cloquet is easy using city streets, and by asking permission you can usually get shots of locomotives leaving the shop area, as long as you are there when the shops are "open." When not in use, all the diesels are kept inside the shop buildings, and there is a fence surrounding the entire complex, which is open during normal business hours.

The Potlatch property is definitely off limits; the mill is fenced, and gates are patrolled by security guards. If the D&NE engine is switching inside the mill, it is best to wait for it to emerge, heading for BNSF or other industries. One of the better shots in Cloquet is from the Highway 33 overhead bridge, where you get a nice view of trains crossing the D&NE bridge over the St. Louis River, with the waterway in the foreground. This view may get even better as a new Highway 33 bridge was under construction in the summer of 1996 just to the east of the old one.

The future of the little road looks good. Potlatch recently engaged in a $450 million expansion of the Cloquet mill. While operations have been scaled back from the glory years, the D&NE is still worthy of a visit, as it carries on as one of the last of Minnesota's logging roads (the other being Minnesota, Dakota & Western in International Falls).

And it certainly is a rarity in 1997 to find a diesel in regular service like SW1 No.32 that bears an EMC builders plate reading "Built 12-19-40." ⊂

KODACHROME STEVE GLISCHINSKI

THE CLOQUET ENGINEHOUSE, which revealed the tenders of 0-6-0 29 and 2-8-0s 27 and 14 in March 1963 (**below**) , was home for SW1 32 on October 16, 1991; green caboose 07 (**above**) was still DM&IR C-169 in August 1967 (**below center**) when it posed in Cloquet with repainted hack 06. SW1 31 (**bottom**) was idling near the shop that day in August 1967.

Duluth & Northeastern Diesel Roster

Number	Builder	Model	Builder's #	Date	Remarks
31	EMD	SW1	1403	11/41	Ex-EJ&E 245,in service
32	EMC	SW1	1236	12/40	Ex-EJ&E 234, in service
33	EMD	SW1	1399	10/41	Ex-EJ&E 241, in service
34	EMD	NW2	1240	1/41	Ex-EJ&E 405, traded to EMD for #35
35	EMD	SW1000	32399	2/67	Purchased new, in service

PHOTOGRAPHY GARY A. SCHEARVERHORN

KNOWN WIDELY AMONG MANY in upstate New York as one of the most exciting "Big Blue" rail yards in the East, Selkirk Yard, near Albany, continues to draw legions of weekend warriors from near and far. If you're a Conrail devotee or just a fan of big time main line railroading, Selkirk Yard is your photogenic headquarters for high density trains and a colorful variety of foreign run-through power. Although trespassing in the yard itself and its access roads is strictly forbidden and aggressively enforced, Selkirk has good public property access for photography.

For many years Selkirk has been a favorite location of mine to go and enjoy a spare Saturday or lazy Sunday afternoon to watch trains. With the continually changing seasons, a huge variety of different motive power and everything from unit coal trains and colorful stackers to geometry specials, few fans will go away dissatisfied. While chasing some elusive short line or waiting long hours for a "killer" scenic shot will always be an important challenge, sometimes I just want the trains to come to me — and it's hard to think of a better place than Selkirk Yard for that to happen.

A "hub" yard

Built originally in 1924 by the New York Central and later completely rebuilt in 1968 at the dawn of the Penn Central era, "Perlman Yard," as it was so named after the late NYC president Alfred E. Perlman, was innovative in having one of the first computer-controlled systems for its automatic operational switching, car control and inventory tracking.

Today, Conrail's six-mile long Selkirk Yard encompasses a huge 1,250 acres with a total car capacity of 8,500; its giant classification yard contains 70 tracks capable of holding over 3,600 cars. On the west end is the receiving yard with eleven tracks able take 158-car trains each, with a total capacity of 1,716 cars. On the east end, the north and south yards, fast freight tracks and local yard are all overseen by the east end tower and have a combined 16 tracks and a capacity of over 2,000 cars. Scattered around the yard's center is the hump, hump tower, retarders, car repair facility, diesel shop and auto unloading site.

SELKIRK!

Railfanning Conrail's big yard near Albany, New York

by Gary R. Schermerhorn

CONRAIL'S SELKIRK YARD can be photographed from numerous highway bridges. On June 15, 1996, a pair of SD80MAC's on SEBU-5 was having "loading" problems and paused beneath the Route 32 bridge at Feura Bush. Looking east from the same bridge (**opposite top**) into the Top End Yard, a CN rebuilt SD40-2 was ready to depart on SECN-7 while an SD60I was lining up for ML-403 and a U23C was assembling a train of auto racks on May 17, 1996. Chicago & North Western and UP power (**opposite bottom**) was bringing NPSE out of North Platte beneath the Old State Road bridge at Fullers, N.Y., on October 5, 1996.

No less than three major Conrail artery lines converge on Selkirk, making it a very important hub. But, ironically, Selkirk is not on the old NYC "main line" between New York and Chicago. That historic main stayed on the east bank of the Hudson River into downtown Albany, where it turned west, crossed the Hudson and struck out westward, climbing the steep West Albany Hill to Schenectady, where it then followed the north bank of the Mohawk River — the famous "Water Level Route" — toward Buffalo and Chicago. Selkirk is west of the river about eight miles south of Albany on the old West Shore Railroad, which followed the west shore of the Hudson River from New Jersey to Albany. Just below the village of Selkirk, the West Shore had a freight line that struck off westward at Ravena to bypass Albany and head directly for the Mohawk valley west of Schenectady.

Both the West Shore and the Boston & Albany were part of the New York Central System in 1910, and Albany was a major bottleneck. The B&A connected with the NYC main line in downtown Albany at the bottom of West Albany Hill, where the freights had to tangle with the heavy passenger traffic of the time. In 1910 NYC president Alfred H. Smith ordered a survey to locate an alternate crossing of the Hudson River to unjam Albany. A mile-long, 150-foot-high bridge linking the West Shore and B&A near Selkirk was the solution, but the First World War and New York state politics delayed the project.

It finally took an act of Congress in May 1922 to clear the way for the construction of the Castleton Bridge and a 28-mile network of lines linking the West Shore, B&A and NYC Hudson River main line. An integral part of this project was the huge new Selkirk Yard. The bridge, connections and the old West Shore freight line to Schenectady produced a 42-mile bypass around the south and west side of Albany. The traffic jam was thus broken.

Conrail's geography

Today, entering Selkirk from the south is Conrail's 128-mile River Line; this "Jersey Turnpike" is the former West Shore line out of Kearny, New Jersey. At the east end of the yard it joins the Castleton Bridge B&A connection from Boston, Worcester and Springfield.

On the east end of the bridge at CP-SM, a connection swings south to drop down and join the Hudson Line at CP-125 on the east bank of the river (the famous old NYC main line along the Hudson between New York and Albany is now mostly Amtrak's domain, hosting only a lone pair of nocturnal freights to and from Oak Point Yard near the city and a couple of daytime locals for Conrail).

Twenty-five miles west of Selkirk on the north bank of the Mohawk River at Hoffmans, the Selkirk Branch splits off the old NYC main line from Chicago at CP-169. As the old passenger main continues toward Schenectady and Albany, the branch crosses the Mohawk and draws a nearly straight line to Selkirk. Thus, the Selkirk Branch forms a direct

THE JERICHO BRIDGE provided this view on June 8, 1996, of Boston-bound TV-6 pausing to change power and crews at MP-14.0 on Track 11. At the east end of the yard, afternoon lighting worked well (**below**) at the 9W highway bridge at CP-SK as four C30-7A's chugged in off the B&A with NESE-1; that's the River Line to New Jersey curving off to the south and the Albany Secondary to the north. CP Rail/D&H 263 (**right**) was headed east under the 9W bridge toward CP-SK and the Albany Secondary branch into Kenwood Yard on September 13, 1995.

link between the Chicago Line and the Boston & Albany, with the River Line striking out south to New Jersey. The old West Shore passenger main from Ravena into Albany is now the seven-mile Albany Secondary, which connects with the Delaware & Hudson (now St. Lawrence & Hudson) Kenwood Yard at the Port of Albany. The Albany Branch is used daily by both Conrail and the D&H.

In today's context, the "Selkirk Branch" officially begins on the Hudson Line at CP-125 (MP 1.3) in Stuyvesant, N.Y., where it begins to climb northward out of the valley to CP-SM (MP 8.5) in Schodack, connecting with the Boston & Albany Line before it crosses the Castleton Bridge (also known as the A. H. Smith Memorial Bridge) to CP-SK (MP 11.5), which is an important junction at the east end of the yard. Here the Selkirk Branch converges with the River Line out of the south as well as the Albany Secondary from the north before continuing westward into the yard itself. Due to tunnel restrictions on the River Line, a high car detector at CP-SK warns of any excessive height for southbound trains leaving the yard.

The Selkirk Branch angles northwest from CP-SK, bypassing around the east end south departure yard to MP

14.0, west of the Selkirk Hump and the Jericho Bridge on Track 11. Milepost 14.0 is a popular crew change point for eastbound TV trains arriving off the Chicago Line and bound for the River Line or B&A.

The branch continues past the receiving yard to CP-FB (MP-16.9) at Feura Bush on the west end of the yard. From CP-FB the Selkirk Branch strikes out northwestward as a double track main through control points CP-VO (Voorheesville, MP 22.2, where the old D&H Albany main crosses on diamonds), CP-SH (South Shore, MP 31.6, start of the Carman Branch into South Schenectady) and CP-RJ (Rotterdam Junction, MP 39.5, site of the West Shore Industrial Track used by Guilford [former Boston & Maine] and Conrail). The Selkirk Branch terminates across the Mohawk River Bridge at MP 42.3, where it joins the Chicago Line at CP-169 in Hoffmans.

All movements over the Selkirk Branch are controlled and monitored by the Conrail Hudson Train Dispatcher. Needless to say, during the often hectic end-of-the-week morning and evening "rush" hours, this 42-mile piece of railroad can be one busy and often bottlenecked place!

Motive power variety

Selkirk Yard for many years has been a great place to witness a wide assortment of modern diesel power with an impressive selection of run-through foreign power off both the River Line and Chicago Line, not to mention just about everything currently active on the Big Blue roster. Foreign power the likes of Norfolk Southern, Canadian Pacific, Canadian National, Union Pacific, Southern Pacific. Chicago & North Western, CSX and even Burlington Northern and Santa Fe and Burlington Northern Santa Fe have shown their faces at Selkirk, some on a daily basis. Adding to this hodgepodge of color are appearances from regional and short line railroads. Unexpected surprises like a TV train with a set of solid red and silver Santa Fe warbonnets is not unheard of at Selkirk.

Currently, Conrail fields everything from ultra-modern EMD SD80MAC's (at least four sets of the "Big MAC's" were recently assigned to the B&A) to vintage GP40-2s and rare GE U23C's used in trimmer duty for the departure and top end yards. Also in service are unique SD38/slug sets assigned to hump duty. The slugs were rebuilt from former Alco RSD12s and RSD15s.

Railfanning Selkirk

While any time of day or night will generally yield some kind of traffic or movement at Selkirk Yard, early to mid-morning and the afternoon to evening hours are when the yard really comes alive and are the prime times for photography as well. Several well elevated, strategic vantage points exist for photography and observation all around the yard. The yard itself and its posted access roads are *strictly* off limits to non-Conrail personnel and are heavily patrolled by Conrail Police. It is highly advisable *not* to trespass on to the yard property without written permission or an authorized yard guide.

Happily, no less than four highway overpasses exist over the yard located in key photogenic areas all on private property: two bridges on the east end between the departure yards and CP-SK, one over the diesel shop facility and one over the west end receiving yard near CP-FB.

The east end

Morning lighting tends to favor the east end of the yard year around and is perfect for photographing the departing "into the sun" freights heading for both the B&A and River Line. The Route 396/Bridge Street highway overpass (known as Mosher Bridge) spans across the drill tracks exiting the north and south departure yards by the east end tower. Further east, the 9W highway overpass (known aptly as the "Railfan Bridge") crosses just east of CP-SK where the Selkirk Branch intersects with the River Line and Albany Secondary. The 9W Bridge offers a fine unobstructed view of arriving or departing trains through CP-SK and is a good place to capture meets of opposing or side-by-side symbols. Lighting here is best in the morning hours facing west (east end departures) with the other side of the bridge good for inbound movements in late afternoon (especially in the summer months).

Departing River Line freight and TV trains will diverge south past CP-SK toward Ravena and New Baltimore. Departing B&A trains will pass through SK heading east toward Coeymans and the Castleton Bridge to CP-SM on the east bank of the river and continue on to CP-187. A talking track detector just off the bridge at CP-SM will give an axle count and alert a fan to either an arriving or just departed train on the B&A.

CP-SK is also where the Delaware & Hudson (now St. Lawrence & Hudson) out of Kenwood Yard at the Port of Albany comes south off the branch for interchange with Conrail at Selkirk. For several years, D&H/CP trains

264/263 served the Conrail yard daily, with 264 arriving at CP-SK during mid-morning and the departing 263 heading north in the afternoon. Today, St. Lawrence & Hudson trains 552/551 serve the yard with the 552 arriving in the early morning and the 551 departing Selkirk by late evening or after dark.

Back at the Route 396 overpass, U23C's can be seen obediently shuffling cuts of freight cars in trimmer duty, assembling trains from the classification yard over the assorted drill tracks for the departure yard. Called on duty, B&A and River Line crews and power sets who will depart from the fuel plant/diesel shop will move to the departure yards using either the east or west end runners where they will then be assigned a track number for their assembled train by the East End Yardmaster. If no "cripple" (bad order car) needs to be set out, an air brake application test will be done by the Selkirk Car Department

and the train's crew. With the brake test completed and train orders in hand, the crew will given departure clearance by the East End Yardmaster out of the yard to either CP-SK or CP-FB.

During the morning hours, B&A freights such as SEBO (Selkirk-Boston) and SEFR (Selkirk-Framingham) along with River Line freights SENS (Norfolk Southern via Hagerstown), SEAL (Selkirk-Allentown) and SECS (Selkirk-CSX via Alexandria, Va.) all make good subjects leaving the east end departure yards, and can be photographed from the Route 396 overpass between 6:00 and 11:00 in the morning. This outbound parade will commonly meet an incoming wave of hot morning TV/stack trains such as TV-13, TV-9 and TV-99 off the B&A and TV-263, TV-203 (when not running over the Southern Tier), TV-79 and TVLA off the River Line bound for the Chicago Line after a crew and/or power swap at Selkirk.

Route 396 easily leads back to Highway 9W to chase a departing train to CP-SK off the 9W highway bridge. Some eastbound morning TV trains such as B&A TV-6 or River Line TV-204 use the inbound lead running track on the Selkirk Branch after changing crews at MP 14.0 by the Selkirk Hump (overseen and controlled by the Selkirk Hump Yardmaster) to reach CP-SK during the morning rush, bypassing the south departure yard.

Those wishing to chase B&A eastbounds beyond Selkirk can do so by taking Route 396 east to Route 144 and getting on the New York State Thruway entrance (I-90), heading south to the Berkshire Spur (I-90 east to Boston) ramp and continue several miles east after crossing the Hudson River to the Canaan (B-2) or State Line (B-1) exit for a small toll. Both exits will land you next to the B&A before the Massachusetts border well ahead of the train.

River Line trains heading south past CP-SK can be chased along Highway 9W south to Ravena. Two popular spots a couple miles south of the 9W overpass are the Old Ravena Road overpass and the Blue Circle-Atlantic Cement Crossing just north of the village of Ravena (both left turns off 9W heading south). It is very important to get a good jump on trains on either line beyond CP-SK since speeds greatly increase once the train is off the branch line. Also *strong caution* is suggested on the 9W overpass for high speed truck and auto traffic. New York State law forbids the parking of motor vehicles on any highway overpass.

ALTHOUGH TRESPASSING ON CONRAIL PROPERTY at Selkirk is forbidden, even the engine terminal can be viewed from the Jericho bridge; this eastward-looking view was made on May 21, 1994. Probably the most spectacular scene on the Selkirk Branch is the French Hollow trestle **(opposite top)** at Guilderland Center; TV-24 was eastbound on Track 2 on June 9, 1995. Canadian National power added color to the scene as SECN-9 to Montreal **(opposite bottom)** headed west from Feura Bush on July 29, 1994, behind an SD40-2W.

The Jericho Bridge

Perhaps the most popular fan hangout in Selkirk Yard is the Jericho Road Bridge off Route 53 (Old School Road). The overpass is nicknamed "Ben's Bridge" in honor of an area resident to whom the bridge owes its existence. The bridge spans directly over the Selkirk engine facility and shops. Both the hump and hump tower (looking east) as well as the receiving yard and Track 11/MP 14.0 crew change point (looking west) can be easily seen and photographed here. On any given sunny Saturday or Sunday, be it July or January, a good number of local and visiting fans can be spotted on the bridge checking out the power line-ups and monitoring the activity. Crucial information to the latest wild rumors are often exchanged here, both among old friends and strangers alike. The chatter of hand-held scanners can often be heard informing all who listen of the movements within the busy yard.

Photography off the Jericho Bridge works well all day long. Foreign power waiting for inspection or service by Conrail diesel shop personnel can often be seen on the ready tracks (also known as the "launch tracks") mingling with assorted new and weathered Conrail power. A close eye on the lashups will usually suggest what train or railroad the power set will be assigned to.

Working hump duty are SD38/slug sets that can be seen pushing long cuts of cars up the stiff 3.1% grade over the west end of the hump for automatic computerized classification. Several of the old ex-Penn Central SD38s now wear clean "Conrail Quality" coats.

Jericho Bridge can be reached from Route 396 by heading south and making a right turn at South Albany Road (Route 53) then heading west about a mile and a half. From Highway 9W, Route 55 (Creble Road) west will take you to Route 53 (Old School Road), make a left and continue on to the bridge.

The west end

On the west end of Selkirk Yard is the Route 32 highway bridge over the lead tracks to the receiving and top end yards from CP-FB in Feura Bush. Both morning (inbound) and late afternoon (outbound) lighting work well off this bridge, particularly during the summer season. However, lack of nearby parking and little walking space make this bridge more uncomfortable to photograph from for most fans. Just south of the Route 32 overpass is a local Stewarts Shop — an ideal "grub 'n' gas" stop for the gotta-get-it-quick fan.

During the course of the day, many movements may be seen arriving and

departing through CP-FB at MP 16.9. The biggest surge of traffic tends to occur during the afternoon to evening hours, especially toward the end of the week. During the late afternoon, an eastbound flock of TV trains such as TV-24, TV-202, TV-14 and TV-200 will run head-to-head with an outbound gaggle of departing westbound freights like SEEL (Selkirk-Elkhart, Ind., in October '96 resymboled to BOEL), SEBU (Selkirk-Buffalo), SECN (to Montreal, commonly with CN power), SENF (to Niagara Falls, often with UP or C&NW power) or ML-433 (to Toledo, Ohio). Earlier in the day, a continuous parade of freights will trickle (or sometimes flood) into the yard, such as COSE (from Columbus, Ohio), SLSE (from St.Louis), CNSE (from Montreal), TOMT (Toledo to Metuchen, N.J.), BRSE (off the Belt Railroad of Chicago) and NPSE (North Platte, Nebraska).

The Selkirk Branch west

While the Route 32 Bridge remains an acceptable perch for documentation, many fans choose to shoot the Chicago Line action along the more accessible segments of the Selkirk Branch, which features some good to excellent locations west of CP-FB. Armed with Delorme's *New York State Atlas & Gazetteer* or Albany County Jimpco Map (usually available at the local Stewarts Shop), even a visiting stranger will be able to locate a couple of favorite local photo locations along the 25 miles from CP-FB west to Hoffmans.

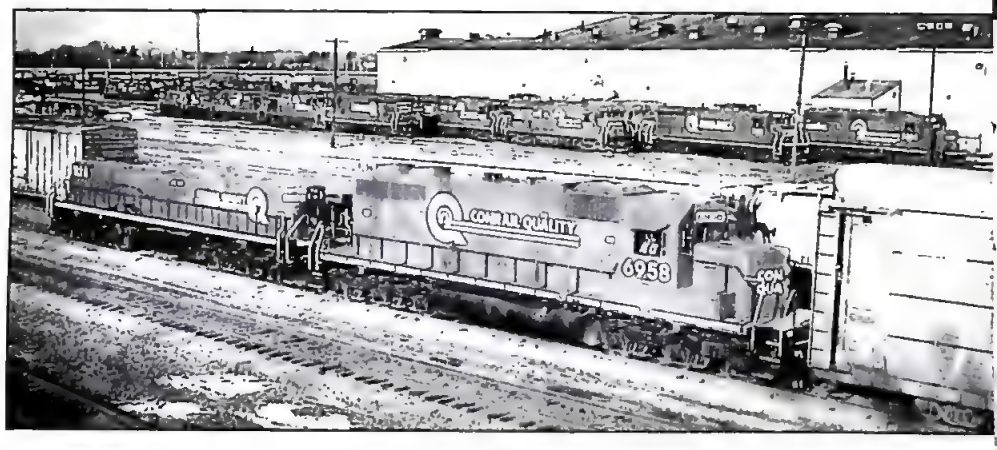
Beginning at the town of Feura Bush off Route 32 (just south of the Route 32 overpass across the yard), make a right turn to Route 308 (Feura Bush Road) and head west a few miles until you reach a "T" intersection at Route 443. Make a left (south) onto Route 443 and then your first available right back onto Route 308 (now New Scotland Road) and continue west. Just ahead on your right, Game Farm Road leads to the Selkirk Branch double main. This crossing is a popular summer afternoon spot to shoot westbound traffic.

Back on Route 308, the road crosses the tracks before it terminates at Route 85. Make a right onto Route 85 and head north to the traffic and turn left onto Route 85A west, which will take you to Voorheesville.

The village of Voorheesville is the site of the Delaware & Hudson diamond where the old Albany Main (known today as the Voorheesville Running Track) crosses the Selkirk Branch at CP-V0, MP 22.2. This is a popular fan hangout with ample parking around the diamond area and another grub 'n' gas Stewarts Shop in the village. Further west off Route 201 is the Coblestone Road Crossing where Tracks 1 and 2 are separated as they head west into Guilderland Center. Perhaps the most scenic location on the Selkirk Branch is the French's Hollow Trestle in Guilderland Center, which can be easily accessed from either French's Hollow Road or French's Mill Road (both off Route 146) for morning photography on the Track 1 dam side of the trestle. Afternoon lighting works best on the Track 2 Watervliet Reservoir side, accessed by a short hike from the fishermans pull-off from Hurst Road.

Another great spot nearby for elevation and telephoto fans is the abandoned bridge off French's Mill Road across from the town's landfill. This bridge allows excellent views above the double separated main just east of the trestle and is a great all-day spot to relax with a handy lawn chair, cooler and picnic lunch and watch the action.

West of Guilderland, another popular abandoned bridge exists off Old State Road, accessed from Fuller Station Road off Route 20 in Fullers. Both bridges allow for "lazy armchair" railfanning within decent scanner range to the yard.



THE SELKIRK HUMP POWER includes SD38/slug sets like the 6958 and 1128, observed from the Jericho Bridge on December 3, 1995; the 1128 was rebuilt in 1979 from former-PRR Alco RSD15 8613. SD80MAC's 4114 and 4127 (**opposite top**) were not typical power for B&A local WAPI-10, but on July 2, 1996, they were switching out cars at Selkirk's west end receiving yard and were viewed from the Route 32 overpass. At the other end of the yard (**opposite center**), B&A TV-6 was headed east behind SD60I 5609 on July 10, 1996, while Hudson Line freight OPSE-0 out of Hunts Point in New York passed beneath the 9W bridge.

Speaking of scanners . . .

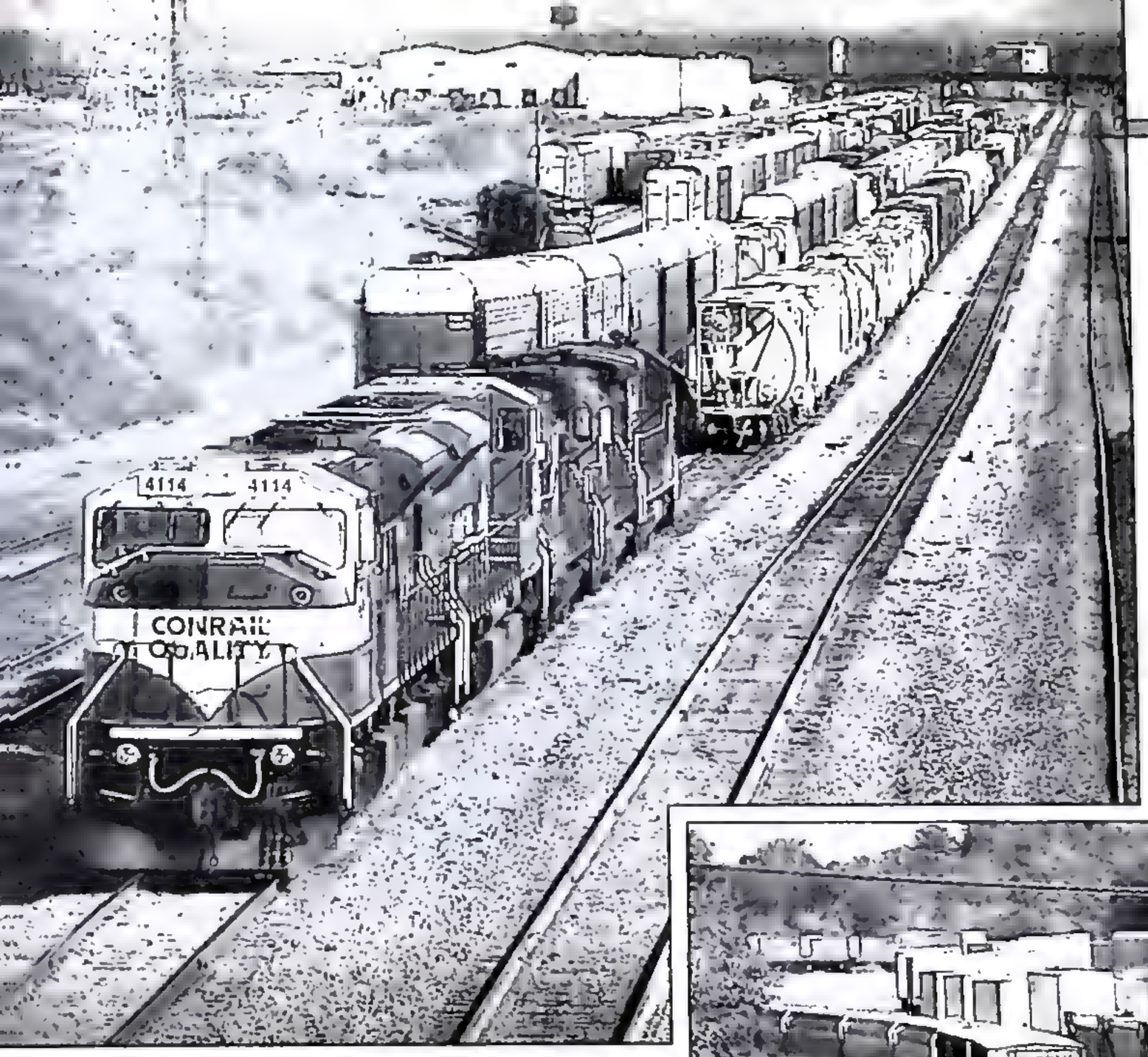
In today's world of railfanning, a scanner has become an important tool. At Selkirk Yard, a scanner with decent range is a crucial weapon for learning unfamiliar trains or warning of movements on the other side of the yard. During heavy traffic periods, a scanner allows you to "get a jump" on a particular train, lashup or location. Conrail Channel 2 (161.070) is used by the Hudson Train Dispatcher (who controls all movements over the Selkirk Branch), the East End Yardmaster, Hump Yardmaster and Top End and Fuel Plant Foreman, as well as the Car Department, Messengers (crew change/tally vans) and the "Flying Squad" (a mobile on-the-spot repair maintenance team).

Conrail Channel 1 (160.800) is used by the Hudson Dispatcher west of CP-FB to Hoffmans, where it is picked up by the Mohawk Dispatcher. Conrail Channel 1 is also used by the Berkshire Train Dispatcher on the Boston Line east of CP-SM. (Isn't it interesting how these three dispatchers are named after steam locomotive types!)

Conrail Channel 4 (160.980) is used by the Conrail River Line Dispatcher south of CP-SK. Both the D&H channel (161.100) used by the D&H north end Milwaukee-based dispatcher (subject to change with the St. Lawrence & Hudson relocation of dispatchers' offices soon) and 160.530, used by Kenwood Yard in the Port of Albany, are helpful in the Selkirk vicinity.

Armed with these frequencies, you can instantly become better prepared to tackle this busy Conrail Yard. All scanner owners visiting from out of state should be advised that New York State law forbids use of scanners in non-official vehicles *while traveling* along roads and highways.

While railfanning Selkirk Yard, *always* be considerate of your fellow fans and



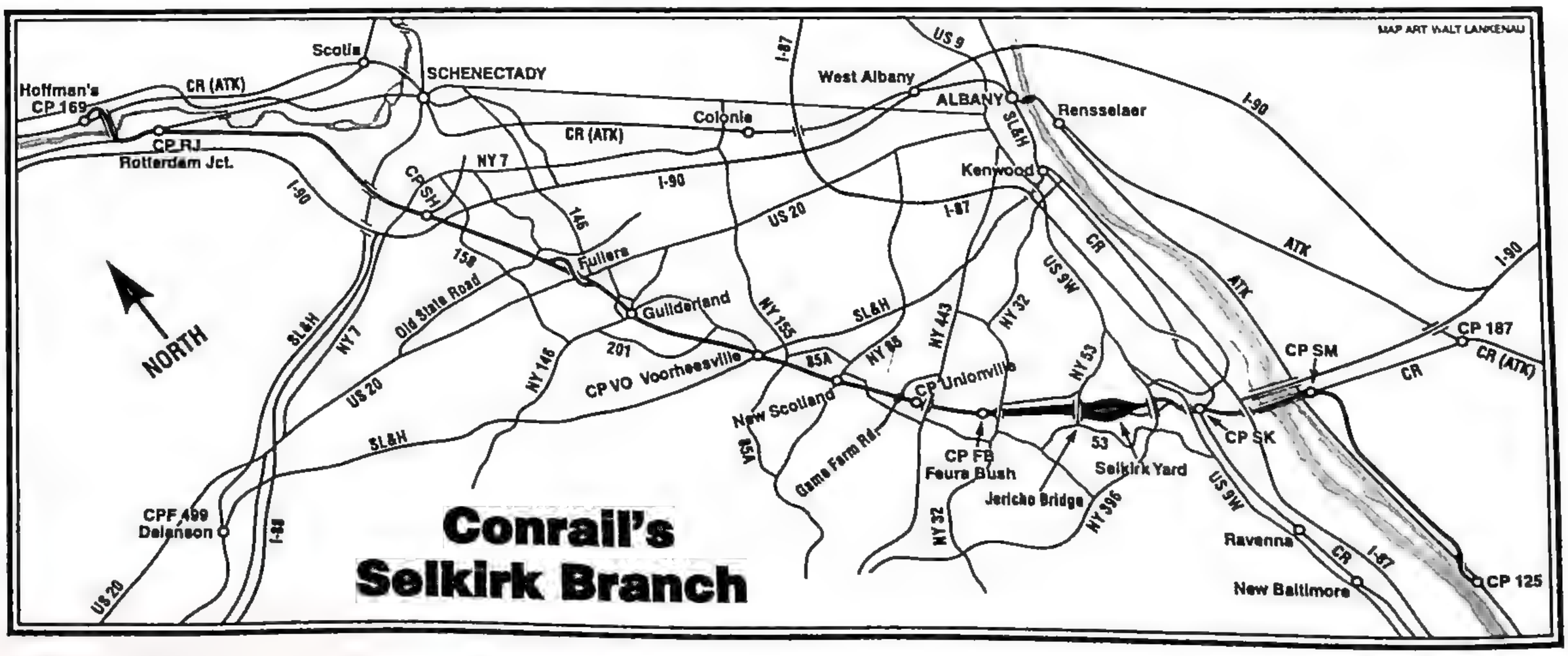
remain by far the favorite and most profitable time of year to shoot Selkirk Yard. Abundant sunshine, long light windows and warm temperatures make photography pleasurable and will greatly increase your chances of getting more bang for your buck in train activity during daylight hours. But for those who enjoy the drama of fall and winter, low lighting all day under clear skies offers an exciting element and stage not found in the warmer months.

With new SD-80MAC's now assigned to the yard and plenty of year 'round foreign power, Selkirk Yard will continue to be an attraction for Big Blue's fans.

See you there!

any Conrail personnel during your visit. This will go a long way in making future visits enjoyable as well as encouraging Conrail's tolerant relationship with fans and photographers.And do not trespass on yard property or access roads, lest you be "black marked" by the Conrail Police who continually patrol the yard perimeters day and night. Keep a safe and watchful eye out for traffic while photographing from the highway overpasses, especially with children.

The months of spring and summer



On the GEORGIA 300

by James D. Porterfield

IT'S EARLY EVENING on a mild Sunday in October 1996. At New Orleans' Union Terminal, Amtrak No.2, the Miami-bound *Sunset Limited,* is backing slowly to the head of Track 6. Number 2 customarily takes the track to the bumper. Tonight, however, a special move has been called. Awaiting on Track 6 are three private cars — *Ohio River* 364, the Missouri-Kansas-Texas 403 and the Georgia 300 — positioned there earlier in the day. They are returning home from the 1996 meeting of AAPRCO (pronounce that "aah-per-co;" it's the accepted moniker for the American Association of Private Railroad Car Owners). On the station platform, a small group made up of the cars' owners and crews fall quiet to watch.

After the mandatory brake-check stop and three short signal blasts from the locomotive's air horn, the silver line of Superliners begins to back slowly toward the waiting cars. Fittingly, the sleeping car swaying toward us is Amtrak's No.32009, the *George M. Pullman.* Two Amtrak car men approach from the opposite direction on the platform, exchange greetings with us and watch the action. Under the tutelage of No.2's conductor, standing in 32009's upper rear door, the cars couple up. Head End Power (HEP) on No.2 is cut. A blue metal "flag" is hung on the locomotive's cab, signaling that men are working under the train. The car men with us satisfy themselves that the brakes are on and go between the cars.

JAMES D. PORTERFIELD

JACK HEARD, owner of the Georgia Railroad office car 300, is seated at the writing table in the observation lounge. Coupled to the 300 is M-K-T 403.

Their first order of business is to hook up the main air hose and main reservoir line. An electrician comes to unplug the 480-volt loops at the end of 32009 and connect them to matching receptacles on each side of the lead private car. The HEP loop is complete. One of the car men turns the angle cock open. Air charges through the train and reservoir air lines into the added cars. The entire train is "stretched" several inches to check the connections. The electrician signals the head end to send power back. New Orleans-originating passengers can now wander down the platform to their accommodations. They gawk at the brightly-colored string of Private Varnish now bringing up the rear of their train. The car men begin the ritual of the brake test, first calling for brakes to be set. Then they walk forward, flashing their lights over each set of trucks, verifying the brake shoes are seated against the wheels.

"Now they'll walk 'em off." It's Jack Heard, owner of the Georgia 300, for the first time taking his eyes off the activity between his car and the *George M. Pullman.* He's referring to a visual check that the brakes are disengaged. There is a hiss from under the cars. In a barely perceptible motion, the brake shoes are released from the wheels. From the front of the train, swinging lanterns trace the progress of the car men as they again search under each car, this time checking to be sure the brake shoes have lifted. In a matter of minutes the procedure is complete. The blue flag is pulled by same man who put it up. The conductor calls, "All aboard!" Amtrak's car attendants pick up their stair steps and hop into their cars. Our group climbs to the platform of the Georgia 300, each owner heading to his own car to await departure. We're en route to Jacksonville, Florida. Entering the 300's observation-end sitting room, the platform door eases shut behind us with an authoritative and reassuring thud.

Two long blasts from the air horns forward, and the train is under way. Several hundred yards out, a slight tug on the train indicates the running brake test — a third and final check of the brakes, this one to assure that they work while under way — has been carried out. Clear signals and a clear evening oversee No.2 as she accelerates out of the yard heading east.

Aboard the 300

Inside, the Georgia 300 is a solid, cozy, comfortable car tastefully decorated in what might be called "the club look." Medium blue walls, warm cherry wood wainscoting and window, wall and ceiling trim and rose-colored, textured carpeting unites the entire car. You enter an observation room that comfortably seats six in a large sofa and four easy chairs. Here there are eight observation windows, including two (plus the door window) that overlook the rear platform and the track receding behind you. Shades of blue and gold bring together the various upholsteries and curtains. Cherry wood venetian blinds regulate the light from outside. Here, too, is the first of two TV/VCR hook-ups, an AM/FM stereo-cassette system and an enticing book and video library, featuring railroad-themed entries, of course.

Proceeding along a corridor to the left toward the front of the car, one passes the bedrooms. The first, room "C," is an enclosed section that sleeps two in an upper and lower berth. This is followed by bedrooms "B" and "A" (the "Stateroom"), which feature full-size beds, armoire/dressers and sinks. Sturdy 1930s-era pewter-

PHOTO COURTESY OF JACK HEARD

colored fixtures arranged around the sink include a splash panel, soap tray, drinking glass holder, towel bar and tray and vertical sockets for florescent lamps surrounding the mirror. One of those indestructible sleeping room fans hums quietly in the far upper-left corner. Bedrooms "B" and "A" are separated by a bathroom with a full stainless shower. A multiple door-latch system, characteristic of the simplicity of detail found in the car builder's art, prevents guests in one bedroom interrupting guests from the other when the bathroom is in use.

At the end of the corridor along the bedrooms, one comes upon the dining room. The dinner table can, if one knows the secret of the ingenious design by which table slats are stored in layers beneath the table, expand to seat eight. This room, and the wonderful men and meals found there, are described in the ON THE MENU column in this issue.

A centered door takes one next into a bar-lounge area off the dining room. There is seating here for four in a berth-style booth of red leather benches. They flank a table topped with a decoratively folded linen cloth held in place by a silver bowl filled with fresh fruit. Across the aisle is a modern wet bar, complete with a wine cellar, fully-stocked liquor cabinet and garnishes always at the "fresh and ready." Etched into the glass cabinet doors over the sink is the Georgia Railroad herald. They surround the car's second TV/VCR hookup. This area quickly becomes the "hangout" for the car's guests and crew, whether the game is gourmet, poker or televised entertainment.

Through a door, past the crew's bathroom, after a quick right and then left, down a short hallway past the crew's private quarters, you enter the fully-equipped stainless steel kitchen. A model of efficiency typical of railroad car kitchens, this one has a sink and counter along the bulkhead to the left and a refrigerator, counter and stove along the outer wall. Modern conveniences include a coffee maker and microwave oven to accompany the standard electric range, grill and broiler. Here chef Nat Jones does his magic, with pots, pans, dishes and

Jack Heard and the 300

Private cars were once and remain the province of the well-to-do. Jack Heard, a successful Florida businessman, is forthright about why he owns and operates one: "This is what I spend my money on," Heard says, sweeping a hand in an all-encompassing arc over his head. An affable fellow with a textbook Southern drawl, made all the more pleasant by its deep-voiced delivery through jowls that belie his trim figure, he is seated at the rear-facing writing desk occupying the left corner of the observation room. He swivels to face me and goes on: "I'm not married. I never had children. This is what I do with my spare time."

Jack's love affair with private business cars began at an early age. "When I was growing up in Moultrie, Georgia, I was in the school band (Heard today heads up a 16-piece swing band). We were playing an event in 1965 that included a Southern Railway steam-powered train arriving at Moultrie's station. On that occasion, the Georgia Northern Railway moved its office car *Moultrie* out of storage and spotted it in front of the station. I got one look at that car and at all the dignitaries going in and out and was bitten. Of course, as a youngster I couldn't go in the car. So I just stood there and watched. I said to myself, 'One day I am going to own one of these things.'" Twenty-one years later, he got his chance.

At the time he was on a mission for the Fernandina Beach, Florida, Chamber of Commerce. They'd asked him to find a railroad car to place beside the city's train station, where the Chamber was headquartered. Working with a representative of D.F. Barnhardt & Associates, a rail equipment services company, he was reviewing a list of what was available. "My attention was called to a new listing, an old Georgia Railroad office car, the 300. Was I interested? Well, I nearly fell out of my seat when I heard that."

It turns out, the Georgia 300 had sharpened Heard's interest in private cars that had been piqued by the *Moultrie*. "When my dad took us to Atlanta," he explains,

GEORGIA 300 was in its proper place at the rear of a Superliner consist ready to depart Chicago on May 25, 1996. The clerestory roof has been restored on the rich blue and aluminum-trimmed car.

What he's learned since is that the Georgia 300 was built in 1930 by the Pullman Company originally as a 10-section mid-train sleeper with lounge, and named the *General Polk.* It was assigned to the Southern Railway's *Queen and Crescent Limited.* Retired from revenue service in 1953, it was converted into an office car by the Georgia Railroad in 1954 and sent out as the 300. Declared surplus by the time the Seaboard Coast Line acquired the Georgia Railroad in 1982, it was sold to a buyer in Cincinnati. There it sat, idle, when it was called to Jack's attention. "I made arrangements to go to Cincinnati right away," Heard continues. "I learned it was set to be scrapped or sold into Maintenance of Way service. It would have been gone. When I got a look at it, the rust streaks coming down from the windows looked for all the world to me like the car was crying. I just had to save it. I bought it that same day." That was Monday, May 12, 1986.

Since then, it has undergone three upgrades. The first was carried out as soon as it got to Fernandina Beach in 1986. "I hired a group of former railroad employees who were working as independent contractors," Heard said. The work included restoring grandeur to the interior with new paint, carpeting, upholstery and drapes. Outside, the observation platform deck was replaced, and the car was painted. Abandoning the Georgia Railroad's flat Pullman green scheme — working railroads have historically shied away from exterior ostentation on their business cars for fear of appearing to their stockholders to be the robber barons of old — the car emerged painted bright blue and trimmed in aluminum to recall the Georgia Railroad's passenger diesels. In May of 1987, the car hit the high iron on a run from Jacksonville to Tampa and back.

THE DINING ROOM of the Georgia 300 was ready for guests in October 1996. The mirror adds a sense of openness. The table hides slats to be able to expand to fit up to eight seated guests.

JAMES D. PORTERFIELD

In 1989 the Georgia 300 was shopped for a major mechanical upgrade: A pair of 1955 General Steel Industries high-speed six-wheel outside swing-hanger trucks, taken from another car and rebuilt, were placed underneath. The brake system was upgraded. The electric system was converted from 32-volt to 110-volt throughout. The propane generator was replaced by a diesel generator. The car was made fully Amtrak-compatible by the addition of full Head End Power (HEP), a 27-pin communications train line and main reservoir air line. Installing environmentally-friendly stainless-steel Microphor treatment tanks for waste, an electric hot water heating system and a new all-stainless-steel kitchen completed the overhaul.

The 1995 improvements were minor by comparison. The bar-lounge was finished, new upholstery and carpeting was installed, a more durable Imron paint was applied outside, new tiles were laid in the bathrooms and kitchen and the car's original clerestory roof was restored. Each of the major projects — acquiring, inspecting and rebuilding trucks, installing HEP and the Microphor system, becoming fully Amtrak compatible — present an investment of tens of thousands of dollars, which explains why the number of cars that attain the Georgia 300's level of luxury, comfort and sophistication is small.

Jack and I had met at a gathering of the Washington, D.C., chapter of the National Railway Historical Society, itself the proud owner and operator of the private car *Dover Harbor.* Jack expressed astonishment when I told him I'd never taken a ride on a private car. He immediately offered to do something about that deficiency in my railfan education. The result was his invitation to be on this run.

Operating a private car

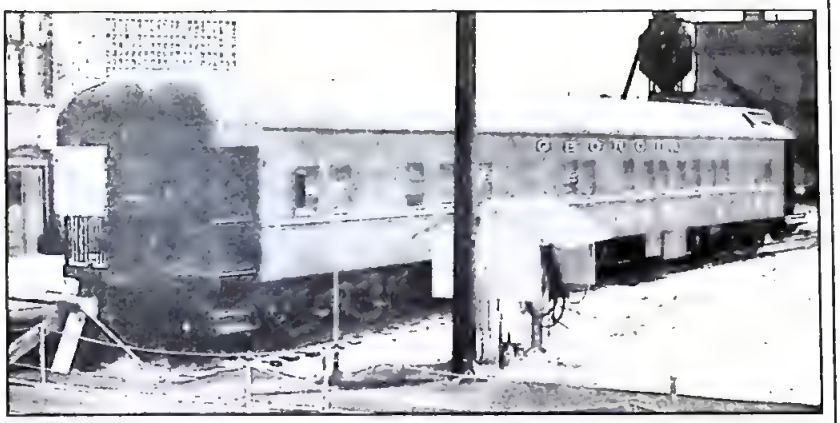
The exact number of privately owned railroad cars is hard to pin down. AAPRCO Executive Director Diane Elliott estimates there are between 150 and 160 "privately owned, working, Amtrak-certified cars." The Georgia 300 is among the cream of this already elite crop. Several hundred more cars are in operation but are not Amtrak compatible, running in excursion or dinner train service. An inestimably greater number of passenger cars sit inoperable, belonging to railfan groups, private individuals or other organizations who may have restored them or are working at getting them restored.

To help offset the expense of keeping a private car — a bad wheel, for example, will cost $2,000 plus shop expense and labor to replace — many owners charter their car to individuals and groups for personal celebrations or business functions (see MARKERS for more information on chartering a car). Jack heard does this on a modest scale.

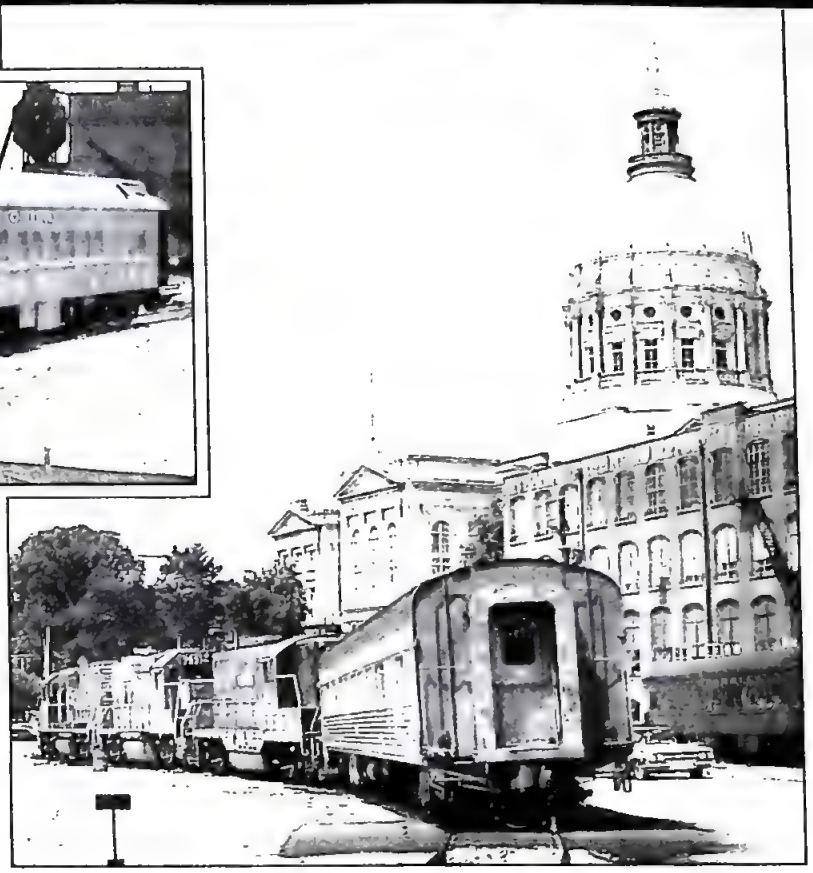
"I rely on referrals from Amtrak, the AAPRCO Directory and word-of-mouth," he says, "with a lot of my charters coming as repeat business." Among those taking up residence in his car have been Presidents George Bush (1992) and Bill Clinton (1996). Annette Allen, Amtrak's manager of chartered operations, reports that typically the company executes more than 500 private car moves each year.

"I recommend at least three months notice." Heard responds when asked about chartering his car. "Once we've agreed on the trip, route, date and price, I require a deposit of one half the total. The remainder is due prior to departure. I then fax a Special Movement Request to Amtrak's Special Movements Bureau. They check the itinerary to be sure space is available, see whether any other private cars are booked on the trip, confirm that my eight hundred thousand number is current, and then notify me the reservation is accepted." The 800,000 number, stenciled on each Amtrak-certified private car, describes the currency of the car's inspection and certification.

"I then notify the chartering party the move has been accepted," Heard continues. "Amtrak notifies the departure point that a special move is scheduled. My



TWO PHOTOS JIM BOYD



payment to Amtrak, covering miles, switching, parking and any other expenses, is made at the station where the car move originates."

Heard then lines up his crew, usually Steward Graves and Chef Jones, but others are available from among a small network he knows if these men are not available. Also accompanying the Georgia 300 on each trip is mechanic W.L. Smith ("Smitty" to everyone who encounters him).

"A car that fails an Amtrak inspection anywhere on the system will be cut out and left to sit until the owner can deadhead it home for repair," Heard tells me. To help assure that never happens, Smitty, an electrician formerly with the SCL and CSX, oversees, inspects and repairs anything that goes wrong, from adjusting a door which every-so-slightly scrapes the jamb when it closes, to muscling a misbehaving generator back to order. "His job," says Heard, "is to be sure the car is operated properly throughout its run, to oversee coupling up, answer questions ground crew may have, top off water or generator fuel, and the like, and to oversee repairs if any are needed."

Two weeks before the move, the car is inspected, and any repairs are made. The batteries are watered. Fuel and lubrication is applied where needed. Inside, the linen closet is inventoried and replenished. The car is cleaned, and the silver is polished and set out. All systems are checked to be sure everything is fully operational. The menu is planned and a shopping list drawn up.

"I don't buy anything from a chain store," Heard says. "I use institutional distributors — the ones that provision the best restaurants — to get meat and poultry. We shop farmers' markets for fruit and vegetables. Seafood comes from the docks. A local bakery does my bread and rolls." Jack has been known to shop station stops too: "I pick up collard greens at Palatka if I can, and citrus fruits at other stops in Florida." All of this, plus anything needed for the bar, is picked up and loaded the day before the trip.

On the day of the trip, the car receives a detailed final inspection just before the switcher picks it up. The air conditioner is turned on. The beds are made up and linen placed throughout. Fresh flowers and fruit are arranged at appropriate locations. The day's newspaper is placed on board, a practice is carried out each day the car is on the road. Music is selected for the stereo system."

Guests are greeted on board and given them a book of safety rules to observe. Cocktail hour and meal times are established. "I try to impress upon them," Heard says, "that they must observe the times they set. Otherwise, if Nat has to hold one of his creations warm for an hour or so, it won't come out as we want." He also urges guests not to plan for three big meals. "A moderate breakfast, light lunch and full dinner is my recommendation. Otherwise, you become stuffed and uncomfortable."

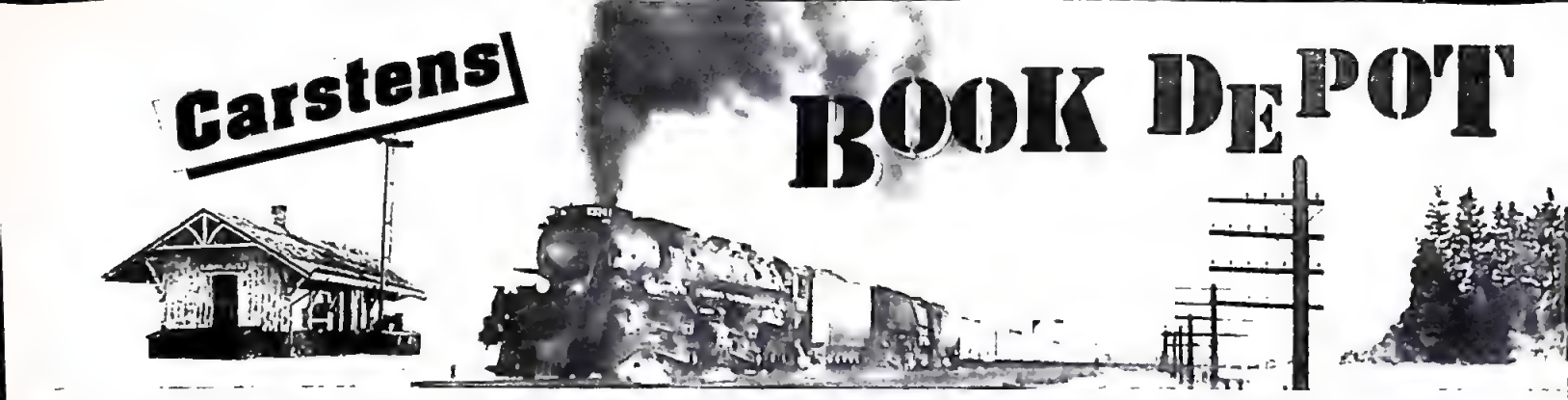
Jacksonville and beyond

Our run, uneventful but for the special surroundings, comes to an end in Jacksonville. The three private cars are uncoupled from the *Sunset Limited* and left where they sit, at the north end of Track 1 at Amtrak's station. The *Sunset Limited* departs. CSX GP40-2 6159 backs down to the cars and couples up to the 300. The main brake line is hooked up and the angle cock opened. The air horn sounds, and the short but stately consist, just begging for a steam locomotive, is pulled unceremoniously away. North of town, at Jacksonville's intermodal ramp, the three cars are wyed. Coming back trough the station, the *Ohio River* 364 is repositioned to be picked up by Amtrak's northbound No.98, the *Silver Meteor.*

The Missouri-Kansas-Texas 403 and the Georgia 300 are taken to a storage track at Jack Heard's car park in Orange park, adjacent the CSX/Amtrak main line. "Surprisingly," says Heard, "one thing people often overlook when they buy a private car is having some place to put it. You need a secure siding, one that is accessible by motive power. If you don't arrange that before taking delivery of your car, you're going to pay a premium for siding rental and parking." There, among other private cars, the Georgia 300 will await orders from Heard as to where he and his guests want it to go next.

Chartering space on a private car, or chartering the entire car, individually or as a member of a group, may be railfanning at its best. About the only experience that could top it, throttling a locomotive at speed on a main line, is beyond the realm of the possible for a vast majority of us. But any one, even those of us with modest means, can share an experience once enjoyed by Jay Gould, J.P. Morgan, Lucius Beebe and a long list of other "nabobs" that would take us up to today's headlines. And let me tell you, after taking in the sights and sounds of the Gulf Coast countryside after midnight, at 79 miles per hour, sitting in a folding director's chair on the platform of a heavyweight private car, it is an experience you are obligated, *absolutely obligated,* not to deny yourself.

THE GEORGIA RAILROAD general office building in Atlanta was almost on the lawn of the State Capitol. In July 1969 the "Super Mixed" out of Augusta used the office as a passenger station for its streamlined coach. The office car 300 was parked on its own track next to the building, which had only one air conditioner — a window model in the president's office!



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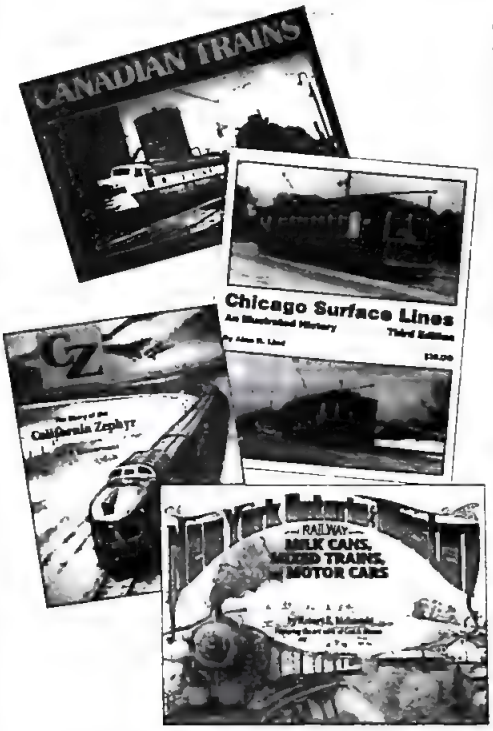

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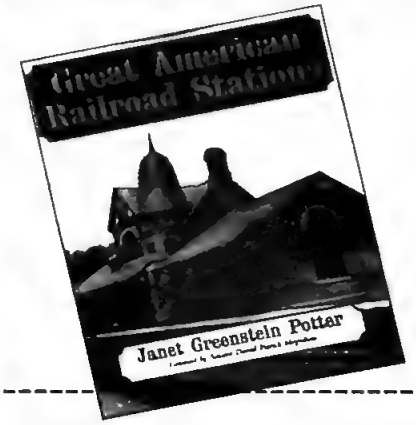

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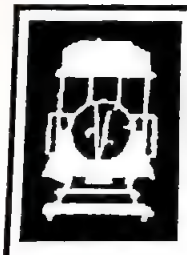

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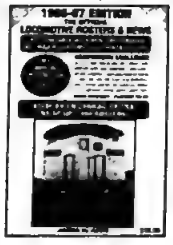
RAILROADIANA

by STEVE BARRY

What's New?

An ordinary (or at least unremarked) subject has been put in the spotlight and the result is a pleasant surprise. Railroad Avenue Enterprises is distributing **A Colorful Look at: Conrail's SD40 and SD40-2s** by Gerard E. Bernet. This all-color 48-page 8½"×11" horizontal format softcover features the ubiquitous locomotives in a variety of action scenes around the Conrail system. There are a few pages of intoductory text that trace the lineage of the SD40s that worked their way into Conrail from the PRR via Penn Central and the B&O via Jersey Central, as well as the numberings and paint schemes worn by the units throughout their Conrail lives. The color kicks off with a couple of pages of not-so-colorful SD40s wearing Penn Central black and dirt-covered CNJ blue, but it quickly improves when Conrail's attractive blue starts appearing. The remainder of the book wanders all over the map and calendar, with photos appearing in neither geographic or chronological order (not that it was supposed to). What you get is what the title says — a "colorful look" at the locomotives. Overall, there are 66 color photos plus charts containing roster information, mechanical specifications and optional equipment. In all, there's a healthy amount of good color and good information for a good price. It sells for $19.95 plus $2.00 handling (N.J. res. add 6% tax) from Railroad Avenue Enterprises, Dept. 101, P.O. Box 114, Flanders, NJ 07836. It's also available through Carstens BOOK DEPOT.

Rosters, rosters everywhere



One of the reference sources that should be on every railfan's shelf is the 1996-'97 edition of **The Official Locomotive Rosters & News** by James W. Kerr. This annual endeavor is the one-stop source for rosters of every major and minor railroad in North America, as well as most rail museums. It measures a compact 4"×6¾" to fit easily into a camera bag or pocket. Inside you'll find no photos, but you will find 850 rosters.

Each railroad's roster is listed in numerical order, with groups of the same model broken down by year built. The information given is: road number(s), number of units, builder, model, horsepower and year built (or in the case of major rebuilds, the year the unit re-entered service). Steam locomotives that still appear on the roster of Union Pacific and some short lines have the wheel arrangement substituted for horsepower.

An often overlooked feature of this book is its museum roster information. Each museum has its locomotives listed one per line, and in most cases the original road is listed next to the road number. Even the B&O Railroad Museum's *Tom Thumb* replica is listed. The only thing missing (and this is pointed out more as a request than a criticism) are locomotives owned by historical societies that don't have a permanent home, such as those owned by the Anthracite Railroads Historical Society.

Getting back to the "real" railroads, you'll find the rosters full of footnotes including notations of locomotives missing in each group, recent renumberings, "convertible" locomotives awaiting the new 6000-h.p. prime movers and other newsy notables. A complete list of each road's rental units is also given beneath the line's owned units. (Request number two: Perhaps future editions could include the rental units by owning company, as occasionally a leaser will show up on the road that isn't actually leasing it.)

Jim Kerr indicates that he spends $25,000 to gather and verify the information in his book, and it is so reliable that a major railroad is one of his bulk order customers. Each year this book gets more and more accurate as well as more and more complete. If you look hard enough, you'll likely find omissions, but for a work of this magnitude, they're fairly rare. Making the book all the more valuable is it has a relatively quick turn-around time from when the final information verification is made to when it is printed, so it is unlikely that you'll find a more up-to-date collection of rosters in book form. I keep a copy next to my slide sorting table (as well as back editions, since I'm also still sorting older slides as well). It's a valuable reference source. It is available for $22.95 postpaid from DPA-LTA Enterprises, Inc., P.O. Box 3000, Champlain, NY 12919-3000.

By the way, if you're like me and are sorting through some really old slides, DPA-LTA has reprinted the third edition of the roster book, which came out in 1973-'74. While you won't find museums in here, you will get a pretty decent pre-megamerger roster for many fallen flags. Penn Central, Southern, Frisco, Seaboard Coast Line and Milwaukee are just a few of the lines presented. It is available for $10.00 from the same address.

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by CURT KATZ

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THE FIRST STEP IN SAVING AN ENDANGERED PLANT OR ANIMAL SPECIES IS TO UNDERSTAND THE DELICATE ECOSYSTEMS THAT MAKE UP OUR ENVIRONMENT AND BLAH, BLAH, BLAH...
LESS VIOLENCE FROM GORE
THE FIRST STEP IN SAVING AN ENDANGERED FEDERAL PROGRAM IS TO UNDERSTAND WHICH ARE EAGLES AND WHICH ARE TURKEYS...
THE GINGRINCH
OH, YES... THE TEXAS SEA GULL. ER... ASK LIBBY. SHE RUNS THE TRAINS IN OUR HOUSE.
CL Katz IN '97
I CAN'T RECALL.
WAIT JUST A HORNY-TOAD MINUTE! AH'M FROM TEXAS AN' YOU-ALL AIN'T! LET ME THROW A FEW PIE CHARTS IN YOUR FACE...
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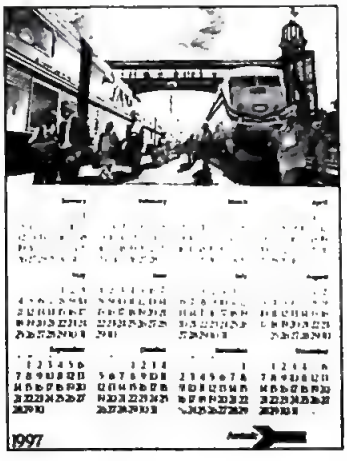

Amtrak 1997 Calendar

Once again in 1997 Amtrak has issued its "year-at-a-glance" wall calendar, this time featuring a watercolor by noted artist Ted Rose. As is usually the case, the scene depicts Amtrak's most modern, this time in the form of AMD103 No.5 and Superliner equipment at the new C.L. Dellums Station in Oakland's Jack London Square. The calendar measures 23½"×33½" and comes rolled in a tube. It costs $5.00 for one, $9.00 for two, $12.00 for three and even more discounts for more quantities. Send a check or money order to Amtrak Calendar, P.O. Box 7717, Itasca, IL 60143. Also available are Amtrak's previous calendars for every year between 1980 and 1996 except 1987, 1992 and 1994. Most feature paintings (Gil Reid painted most of the previous calendars) although 1991's has a photograph. The cost is $2.00 each for one to five calendars (any mix of years), $1.50 each for six to 25, and $1.00 each for 26 or more. (Collectors note: you can get an instant collection of all 14 available back calendars for $21.00).

TRACTION PUBLICATIONS by Joe L. Diaz

Subway Ceramics, A History and Iconography by Lee Stookey is a most fascinating and very beautiful 96-page, 7"×9" perfectbound book describing the mosaic and bas relief signs and plagues in the New York City subway system with color photographs by the author.

From the very beginning, the builders of the New York City subway system were very serious about making the subway stations, platforms and entrances attractive, even beautiful where possible and practical. As is commonly known, the actual tunnels and tracks were constructed by the city but operated by the Interborough Rapid Transit, later the Brooklyn Rapid Transit Company and still later the Independent System (IND). The author has provided a list of 38 locations, along with a detailed color map showing where the ceramic tile motifs were originally installed and in most instances can still be seen to date. Unfortunately some of this fascinating art work has over the years been altered by remodeling or new construction of stations. If the viewer carefully seeks out that art which remains today, he will be very rewarded. Most of this work is still visible today.

The photographs herein illustrating the tilework and station plaques have been carefully recorded and beautifully reproduced, along with a satisfying listing and description of each location.

This beautiful small book is an outstanding look at art around us daily, art that all too often goes unappreciated or overlooked even though thousands pass it daily. It's about time one of the subway's buried treasures was given its due. It is available from the author, Lee Stookey, 94 Joralemon Street, Brooklyn, New York 11201 for $15.00 plus $1.50 shipping —JOE L. DIAZ

A FAREWELL TO CONRAIL'S HARRISBURG DIVISION

On February 26th, 1996 Conrail's Harrisburg Division was absorbed by Conrail's Albany, Philadelphia, and Pittsburgh Divisions. This video was shot during the final three months of the Harrisburg Division on the Pittsburgh and Harrisburg lines In the early months of 1996 the Harrisburg Division played a vital role not only for C Conrail trains but CSX and CP Rail due to adverse weather conditions that caused damage to the operations of all three railroads.

This video includes numerous CSX and CP Rail detour trains as well as an assortment of Conrail trains with power from the now rare GP-10's to the high-tech SD-80 MAC's. You'll see the first run of Conrail's SD-XO MAC's on long haul revenue service.

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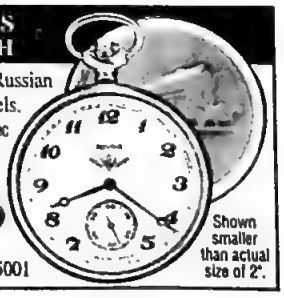

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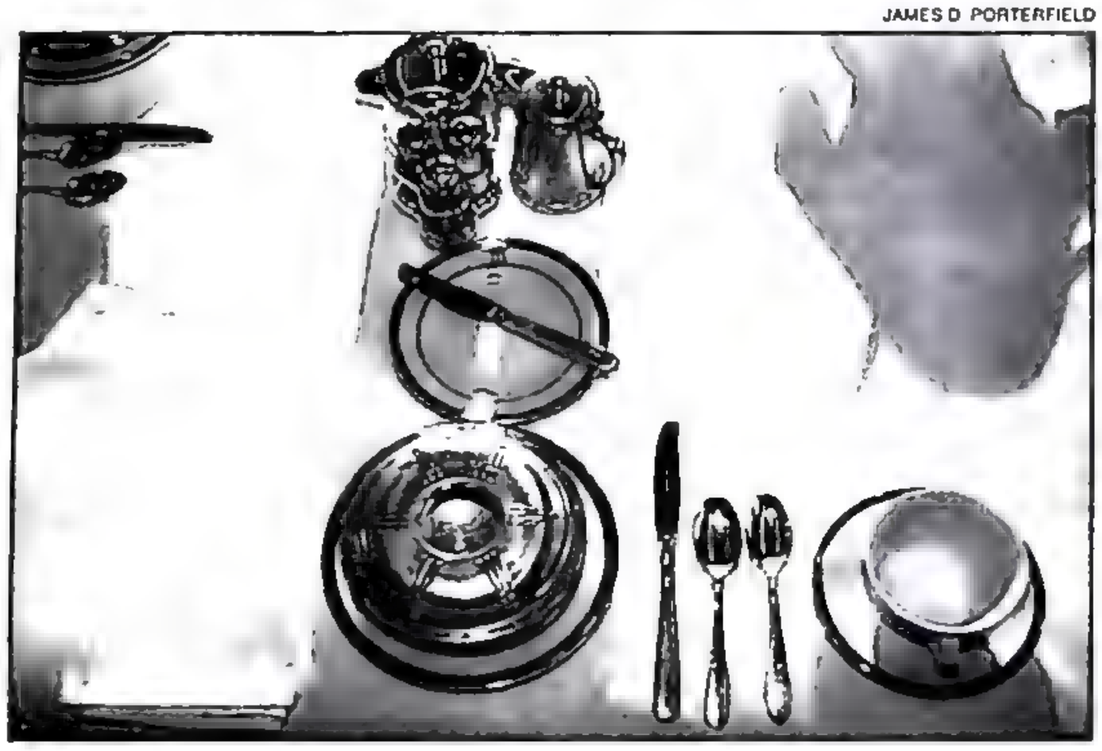
ON THE MENU

by JAMES D. PORTERFIELD

Breakfast on the GEORGIA 300

ONE PLEASANTRY AFFORDED by sleeping in the drawing room of a well-constructed railroad car is the near-total darkness created by tight-clearance doors and snug-fitting window pulls. Add the smooth yet gently swaying ride produced by a Pullman heavyweight, and insomnia research becomes irrelevant. Recently, my slumber in such luxury was interrupted only when steward Ralph Graves of the private car Georgia 300 pressed the discrete room buzzer and announced, just above a whisper, "Breakfast is about to be served in the dining room." For one who is usually up at 5:30 a.m., the "8:30" looking back at me from my watch was its own alarm. A quick shower, a hurried application of dress, and a few brisk steps down the corridor to the dining room and I joined my host, car owner Jack Heard, for breakfast.

JAMES D. PORTERFIELD



A FORMAL SETTING WORTHY OF PRESIDENTS greets the well-rested guest when sitting down for breakfast on the Georgia 300. The silver Server centered on the plate hints that the meal will be a culinary delight.

A timeless scene

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from the railroad life, at least as lived by a line's executives, or the well-to-do and their guests, awaited. Pale blue walls, underlined by dark wainscoting and accented with vivid floral-print pull-back window curtains, set the mood. Classic black-and-white photographs of Georgia Railroad motive power, matted and framed, flanked the door to the bar/lounge and beyond. On the opposite wall a credenza, adorned with bouquets of fresh flowers surrounding silver hollow ware on a tray and a silver bowl filled with fresh fruit, is crowned by a huge mirror (**page 48**). Muted sunlight was streaming in through thin-slatted blinds.

At table was a formal setting worthy of the presidents, both national and corporate, who have dined there. Crisply pressed white linen table cloth and napkins. Heavy, well-balanced Atlantic Coast Line flatware. Customized Georgia 300 china, white, trimmed in the car's exterior colors — a broad blue band edged in silver along the outer rim and a thin blue stripe around the edge of the well — with a red Georgia Railroad herald accenting the top rim of each piece. A precisely placed array of heavy silver hollow ware within easy reach. Awaiting us, too, at each place setting, was the famous six-piece silver combination Server centered on a plate, hinting that something good was to come.The word "tasteful" applied to every detail.

This scene is the work of railroad veterans Graves and his kitchen colleague, Nat Jones. Their uniforms echo the private/ business car theme as well: dark gray dress slacks and white jackets. Steward Graves

RAILFAN & RAILROAD Advertising Index for April 1997

A-B

B.R.M.N.A. 20
Barnard, Roberts & Co. 7
The Book Depot 50,51

C

Cabage Stack Publishing 9
Cajon Rail Products 15
D. Carlton Railbooks 52
Catenary Video Productions 59
Charly's Slides 7
Colorado Railroad Museum 20
Conway Scenic Railroad 61
Crossroads Village Railroad 61
Cumbres & Toltec Scenic Railroad 18,55,61

D-E-F

The Depot Attic 14
The Depot Attic at Strasburg 18
DPA-LTA Enterprises, Inc. 19
Fallen Flags 12
Fox Publications 54

G

GNP Publications 19
Golden Spike Enterprises 12
Goodheart Productions 16
L.V. Grogan 14

H

Herron Rail Services 6,7
Hi-Iron Railroad Videos 18

I-J-K-L

Identity Check 10
Illinois Railway Museum 61
International Time Keepers 52
KL&L 14
Carleton F. Loucks 14

M

McMillan Publications 5
David McNeil 16
Mark I Video 21
Edgar T. Mead 6
Metaphor, Inc. 20
Midwest Video Productions ..... Cover II
Morning Sun Books 62
Museum & Tourist Line Directory 61

N-O-P-Q

National Railway Historical Society 18
Neff Video Productions 53
Nestle's Railroadiana 59
Old Line Graphics 19
Pentrex ..... 9,Cover IV
Plets Express 10

R

Railroad Avenue Enterprises 58
Railroad Research Publications 14
Railroad Video Productions 13
Rails 'N' Shafts 11
Railway & Locomotive Historical Society 53
Raritan Bay Hobbies 63
Revelation Video 65
Ben Rohrbeck 12
Rail Travel Center 52
Roaring Camp & The Santa Cruz Big Trees Railroads 61
Ron's Books ..... Cover III

S

Greg Scholl Video Productions 18
Schrader Enterprises 14
The Short Line 14
Southern Connecticut Model Train and Railroad Artifact Show & Sale 52

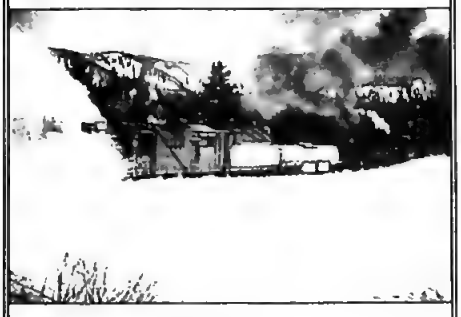
T-U

TLC Publishing 17
Trackside Video 16
Trains Unlimited Tours 12
Transit Gloria Mundi 59

W

Wallin's Slide Approvals 6

TOP SECRET



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wears a formal jacket with blue piping accenting the sleeves, epaulets and upright collar, brass buttons, a red Georgia Railroad herald on the right shoulder and the words "Georgia 300" in black on the shirt cuffs. Chef Jones wears an all-white military-style shirt, his name in script over the right breast pocket, the car's name printed over the left pocket and the Georgia Railroad herald on his right shoulder, all in red.

Graves, a native of Jacksonville, Florida, entered the work force in 1943 in the kitchen of that city's Roosevelt Hotel. He began his railroad career with Seaboard Air Line on December 7, 1945. "The day I applied I was made second cook and put on a train, the *Silver Meteor* going north. Because I'd worked in a kitchen and been trained, I was promoted to chef six months later." His work eventually got him into kitchens on the *Comet*, the *Star*, the *Orange Blossom Special*, the *Palmland* and the *Gulf Wind*. "I worked as chef until 1964. In that year I was asked by Mr. G.R. Thorne, our vice president of operations, to work in his office car." Graves remained on the office car staff until he retired in 1987 from by-then CSX, rising to the top: chef to Thomas Rice and other of the railroad's CEO's. Though he started to work for Jack Heard on the Georgia 300 in January 1988, he continues to serve as needed on CSX business cars, pulling duty on special trains or extended moves. Among those he's encountered in his work are President Eisenhower's wife Mamie, movie mogul Cecille B. DeMille, television star Jackie Gleason and President Jimmy Carter.

JAMES D PORTERFIELD

STEWARD RALPH GRAVES AND CHEF NAT JONES reflect the private/business car theme in their dress. Both are railroad veterans, working for Seaboard Air Line, Seaboard Coast Line and finishing with CSX.

"Working an office car has its advantages and disadvantages," Graves points out. "Men would often take the job for the prestige associated with working on business cars. It was the top of our profession. Plus, you also got to stay home more. You only traveled when the executive was out on the system." What are the disadvantages? "The work is confining," responds Graves. "You are on the same car for the duration of your trip. And you're on call."

"Among Ralph's culinary contributions to railroading legend is the Seaboard Air Line's Cream of Peanut Soup," Jack Heard volunteered. Then, to create a moment of truth, he invited Graves to sit down with me and look at the recipe I'd included in my book, *Dining by Rail*. To my satisfaction, Graves, in a low key manner that one could not quite call "exclaimed," said, "That's my recipe." He elaborated: "You see, often the cooks in dining cars had no culinary training. They were merely shown how to prepare the recipes on our menus by the traveling chef. So they often just poured a little stock, or even water, into peanut butter and served that. I knew to add a little cream and to always use stock to assure a smooth and flavorful soup."

Nat Jones, too, comes from a restaurant background, including training as a pastry chef, and didn't start working for the railroad until 1965. When asked why he switched, he replied, "The railroad paid better and had benefits." Like Graves, he went through the Seaboard Air Line / Seaboard Coast Line / CSX metamorphosis, and likewise retired in 1987. His career, however, was more of a checkerboard. "I began as a number two cook, then rose to be a chef on the *Silver Meteor* and the *Star*. When the SCL was formed, I went into the commissary. That's were I learned how to cut meat for the trains. After another brief stint on the trains, I transferred to the CSX mailroom, then into the law department. It was in the early 1970s that I hired out to the business cars. I worked them until I retired."

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Sunday, as we sit on Track 6 in New Orleans' Union Station, breakfast begins with grapefruit sections marinated in Maraschino cherry juice and topped with a cherry, served set in ice in the silver combination Server. Next, a Nat Jones specialty: light, fluffy-and-flavorful Georgia peach hotcakes, accompanied by sides of scrambled egg whites, sausage and bacon. Buttered rolls and plenty of hot coffee complete the meal.

"Timing your cooking can be important," offers Jones. "My biggest disaster was once trying to cook an egg custard pie. I'd just gotten it poured into the shell and placed in the oven when the train departed. I spent most of the rest of the trip cleaning burnt custard from my oven."

Jack Heard usually notifies Nat and Ralph two or three weeks before a move. He tells Nat how many guests to expect and how many meals will be served. "I've learned," Nat interjected, "that if Mr. Heard says there will be four guests, I plan for six. If he says six, I just know there'll be eight." Jones then plans the menu and, the day before the move, goes shopping at local grocery stores. He picks up any last minute items and loads the car the day of the move.

Both Jones and Graves agreed that it was important to learn the preferences of the executives whose cars they worked. Ralph Graves once even had to go to the wife of one of his executives for help. "He wouldn't eat. I'd ask him, 'Is everything all right?' He'd say, 'Yes, everything tastes great.' But he wouldn't eat. So I met his wife and asked her what he ate at home. Once I knew his preferences, I cooked things he enjoyed."

Later that day, at lunch, Nat served up the perfect club sandwich, railroad style: layers of toasted white bread separated by thin slices of turkey breast, bacon, lettuce, tomato and mayonnaise, cut into four crisp, absolutely straight and level wedges, accompanied by a chilled dill pickle wedge. Coffee and an array of chocolate wafers completed the meal.

Sitting there alone in the dining room, enjoying every aspect of this culinary moment, I was reminded of how the everyday work of these dedicated, hardworking, even inspired men, and many others like them throughout railroad history, made (and make) rail travel the special experience it always is.

next in month RAILFAN & RAILROAD

•THE 6000-HORSEPOWER QUEST: We examine the mid-1990s horsepower race and survey all those look-alike Super Cabs.

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TRANSIT CURRENTS

St. Louis MetroLink

A FULL FUNDING GRANT AGREEMENT between the United States Federal Transit Administration and the Bi-State Development Agency of Missouri and Illinois was signed on October 17, 1996, to provide an extension of MetroLink in St. Clair County, Illinois. The St. Clair County Transit District is providing the funds for the local share, which will be derived from a half-cent sales tax that county voters approved in November 1993. The Transit District contracts with the Bi-State Agency for transit service on the Illinois side of the Mississippi River.

The MetroLink St. Clair County extension will be constructed in two phases and will include 17.4 miles of double track in the first phase. This will serve people in the Metro east corridor between the 5th-and-Missouri light rail station in East St. Louis and the campus of Belleville Area College. The second phase will take the rails another nine miles to Scott Air Force Base and the new Mid-America Airport. Some new right-of-way will be built from scratch and an abandoned CSX railroad right-of-way will also be used. The light rail right-of-way may be shared with an integrated bikeway, which will be constructed separately.

The MetroLink expansion project was scheduled to see final design work, begun in November 1996, completed in February 1998 and actual construction starting the following month. Construction is expected to be completed in the spring of 2001, and service will begin in September of that year. As part of the project, MetroLink will acquire 20 new light rail vehicles.

The proposed service levels on the line will be quite high, with twelve-minute headways from Lambert Airport on the west end to Emerson Park station, north of Interstate 64 and near 15th Street in East St Louis. There will be twelve-minute headways between Emerson Park and Belleville Area College with less frequent service during the off-peak hours. It is expected to take about 33 minutes for the run from 5th-and-Missouri to Belleville Area College. For more information contact Linda Hancock at 314/982-1440.

CalTrain improvements

The CalTrain terminal in San Francisco at Fourth and Townsend streets will see major improvements in 1997. The breezeway of the terminal will be transformed into a steel and glass concourse, and the new MUNI Metro extension on King Street will be close by, enabling CalTrain riders to conveniently board a light rail vehicle. Passengers will then be able to ride the trolley along the waterfront to the Embarcadero BART/MUNI Metro station. The station renovation and the MUNI Metro link will be a major improvement in CalTrain's access to the business district in the heart of San Francisco.

Initially the MUNI Metro extension service will probably be a Metro shuttle between the CalTrain and Embarcadero stations, providing an easy connection for BART and the MUNI rail lines. Eventually the service in the Market Street subway and on the extension will be through-routed for a direct connection from CalTrain. An extension of CalTrain service further into downtown is still undecided, but work is almost complete on studies that will provide the necessary information. The decision will probably be made by the time you read this.

Metrolink ridership increases

The Los Angeles Metrolink commuter rail service is slowly but surely adding riders. The average number of riders in September 1995 was 18,373 per day; compared to the same month in 1996 when ridership was 22,255, a 21% increase. Ridership growth seems to be strongest on the San Bernardino line, with 5,400 riders on an average day in September 1995 and just under 6,500 in September 1996. The Orange County line carried 3,564 passengers in September 1995, and in the same month of 1996 it carried 4,811 on an average day.

The service is doing its best to attract riders. The Sylmar/San Fernando Metrolink station is one of the three Metrolink stations that have licensed child-care centers. Called the Transit Tots Centers, they offer commuters much needed child-care options. Chatsworth and Montclair also offer the day-care service. Thanks to Ben Kerr and Ed Von Nordrak for the news.

Two lines in Boston

The year 1996 was not great for light rail proponents in the Boston area. The powers that be at the Massachusetts Bay Transportation Authority ruled out construction of a light rail line along Washington Street to replace the old Orange Line elevated. The elevated structure was torn down after the rapid transit line was moved to the southwest corridor in 1987. Diesel buses have run along Washington Street since the Orange Line move, and instead of light rail the MBTA would rather have a trolleybus line which would cost about $40 million. It is estimated that light rail along Washington Street to Dudley Square would run about $100 million. Electric buses could be in operation in 1998, while rail service would take a year longer to provide.

The Mattapan Line is located at the end of the Red Line rapid transit service. The 2.55 miles from Ashmont to Mattapan is operated as a light rail extension of the rapid transit line. The MBTA is not threat-

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. Ninth Street, Bloomington, IN 47408-3805

by GEORGE M. SMERK

Expands in Illinois

ening fast action, but in the next decade it expects to discontinue the rail service, which is now provided by PCC cars. The time line has to do with the age of the cars. The eleven PCC cars have been renovated but are expected to be life-expired in about ten years. Certain bridges have to be replaced at about the same time. A "Save the Trolleys" initiative has already formed. Many thanks to Ray McMurdo for the news.

Trinity Express opens soon

The Trinity Railway Express, the first commuter rail operation in the southwest United States outside of California, will eventually provide commuter rail service between Dallas and Fort Worth and the Dallas/Fort Worth airport. Service began on December 30, 1996, between downtown Dallas and the South Irving Transit Center. This phase-one segment is ten miles long. The commuter service will extend west beyond Irving to Fort Worth in 1999. The commuter line will then be built into the Dallas/Fort Worth Airport in 2005.

As interest grows in the service, the west end of the line is seeing cities and elected officials devoting land, time and money to developing stations. Richland Hills, for example, saw its city council unanimously approve the proposed site for a Trinity Express station at Handley-Ederville Road south of the airport freeway.

The price tag for the complete commuter rail service is $234 million. Dallas Area Rapid Transit has the responsibility for the railroad between Union Station in Dallas and the Transit Center in South Irving. The Fort Worth Transit Authority is responsible for the western half of the line. There will be stations at Hurst, Centreport Industrial Park, North Arlington and two locations in downtown Fort Worth.

The service on the Trinity Railway Express will be provided by rebuilt Budd RDC cars. These have been called the shining stars from the '50s in some of the media. The cars have undergone major rehabilitation and should offer riders 85 feet of stainless steel air-conditioned comfort when the service gets underway. Many thanks to Mike Murray and Jerry Hanas for the information.

Old Colony line signaling

Readers over the past several years know that the reinitiation of commuter rail service on the Old Colony Line to the south and east of Boston has not been easy. Rebuilding the railroad that will provide service from South Station to four different terminals is an expensive and long-term undertaking. The Middleborough line, which will run from South Station to Middleborough/Lakeville and the Plymouth line that will service Plymouth and Kingston/Route 3, moved along fairly well with relatively little problems. The real difficulties have been with the Greenbush line running through Weymouth, Hingham, and Scituate to Greenbush. This has been the subject of much controversy, mainly arising from trains operating through Hingham and the demands of the local population that the tracks be built in a subway at that site.

As of fall 1996, restoring service on the Greenbush line is still very much going to happen with the announcement by Massachusetts Governor Weld that commuter rail is the preferred transportation alternative for the corridor. The MBTA has been preparing the final environmental impact report which addresses potential problems raised by the Secretary of Environmental Affairs. The MBTA has met with officials in Greenbush-area towns and discussed the project impacts. Each town has its own working committee to review MBTA plans and share concerns regarding the project. The Greenbush line's final design planning is expected to begin soon and construction will begin late in 1997. Passenger service is expected to start late in 1999.

Originally the whole operation was to begin in December 1996, and here is where the signaling comes in. The decision was made to install a brand new in-cab signal and communication system on the Old Colony Lines. This has pushed back the opening of the Middleborough and Plymouth lines to September 1997. Not only will the new system have cab signals but it will also have automatic train stops so engineers will not be able to pass through a red stop signal. The incentive for the signal system

FUJICHROME SPENCER J. PATTISON

TRINITY RAILWAY EXPRESS RDC 2001 was on display at dedication ceremonies by Dallas Area Rapid Transit at the Irving South Station on December 7, 1996. The car is former-VIA 6131, originally Canadian Pacific 9070. DART has refurbished five RDC's for the ten-mile Dallas-Irving run.

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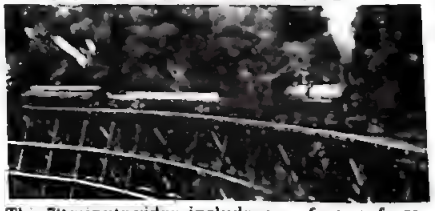

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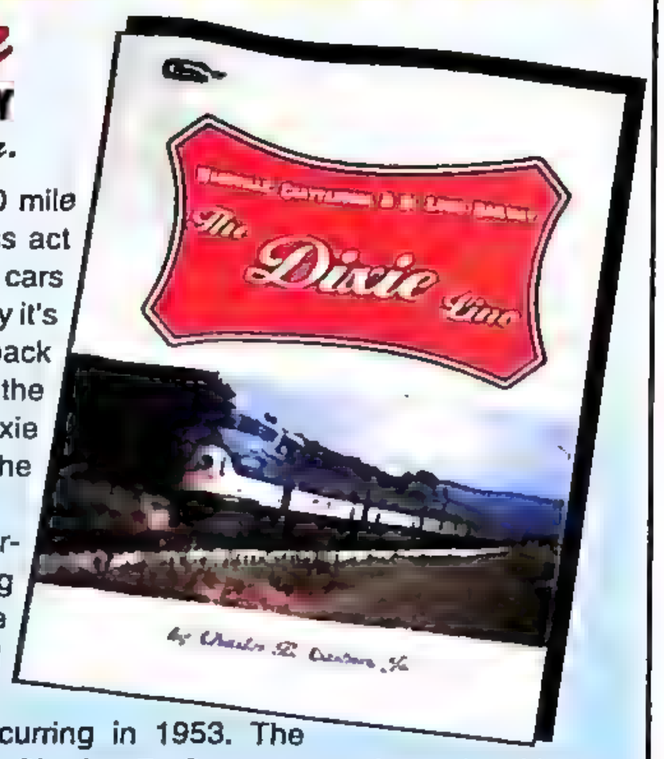
The Dixie Line

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY

by Charles B. Castner, Jr.



The Dixie Line was Grandpa's Road. The snappy 1100 mile Nashville, Chattanooga & St. Louis Railway was a class act with over 200 locomotives, 4000 employees, 7000 freight cars and its own marine fleet of barges and steam boats. Today it's a vital part of the giant CSX System. With roots dating back before the Civil War, the NC&StL covered an area from the Mississippi river through to Atlanta. The road's crack Dixie Flyer, Dixie Limited and Dixie Flagler were followed by the new Georgian and City of Memphis.

This exciting new book covers the early history and the herculean efforts needed during wartime to move traffic using any available equipment. The road beat out competitive roads by upgrading equipment in its own shops and streamstyling several 1913 vintage Pacifics. The first road diesels arrived in 1948 with complete dieselization occurring in 1953. The NC&StL merged into the SCL System and CSX. Author Charles B. Castner was formerly with the Louisville & Nashville Public Relations Dept. The new book is packed with photos of the NC&StL both before and after the merger with the L&N. Streamlined steam power and a variety of diesels are included in the many photos. Samples of passenger rolling stock provide a clue to the services once offered.

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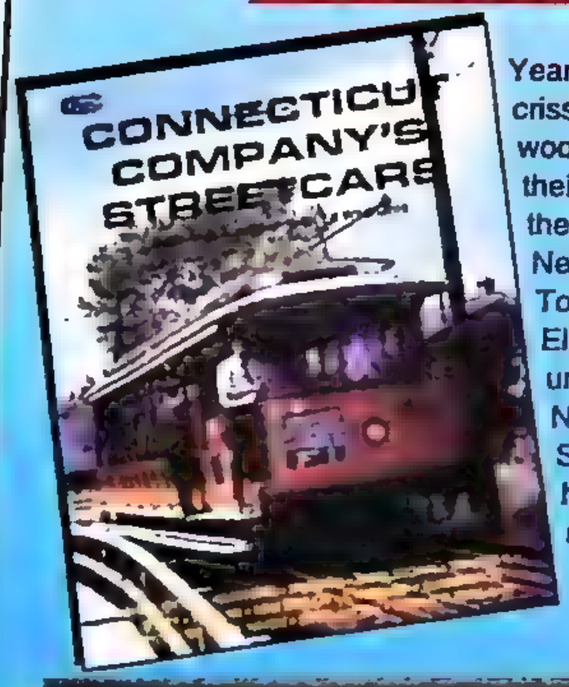

Years have passed since yellow Connecticut Company trolleys criss-crossed the State of Connecticut with its roster of unusual wooden cars and assorted double truck open cars made famous for their trips to Yale football games packed with riders. Ownership in the Connecticut system lay in the New Haven Railroad. When the New Haven went bankrupt the trolley operation fell on hard times. Today the Connecticut Company remains alive on the Branford Electric Railway Museum as well as at the operating trolley museums at Warehouse Point and Kennebunkport.

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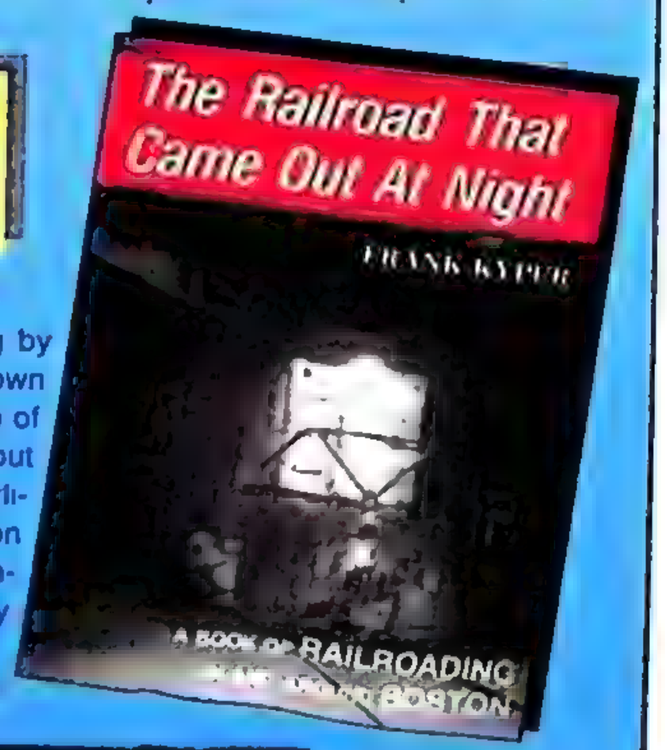

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came from two fatal commuter railway accidents in early 1996. Many thanks to Walter Lockhart for the information.

Safety on Washington Metro

The National Transportation Safety Board has set the blame for the Washington Metrorail crash that killed operator Darel W. Callands on January 6, 1996. The accident occurred during a blizzard; the train slid through the Shady Grove station and crashed into a parked train.

The NTSB concluded that the accident exposed a defect in the computer system that controls operation of the railway. It reported that Metro's train brakes were not applied with sufficient pressure to stop computer-controlled trains in a consistent fashion when operating on wet rail. The NTSB urged more training of Metro rail personnel, including operators and those working in the Metro Control Center, and also recommended revised speed limits for trains when operating in bad weather. The purchase of sturdier rail cars has also been recommended. The Breda-built cars involved in the accident were criticized by the federal investigators as being flimsy. They reported that the impact in the collision caused the sides of the lead car, in which motorman Callands died, to separate from its frame; the body folded up and in upon itself. Thank Marion J. Zych for the news.

Commuter rail rider losses

The fastest growing part of the public transportation industry in recent years has been commuter rail service, which has been enjoying steady increases in patronage. Several commuter rail lines, however, have been losing patronage. Construction work along the Tri-Rail line between Miami and West Palm Beach has produced sufficiently significant delays to send passengers back to their automobiles. Ironically, the delays have been caused by double tracking of the line, intended to increase its capacity and eventually to speed up its service.

Another line suffering from ridership decline is the Virginia Railway Express. The summer months of 1996 saw a significant 14% decrease on the line between Fredericksburg and Washington and an almost 4% decline in riders on the Manassas line. A search for a reason for the decrease, particularly on the Fredericksburg line, revealed that a new access ramp to the Interstate 95 carpool lanes, opened in May, was likely to have been a major cause. The Manassas line ridership fell as the summer wore on because more than a third of the trains had been late earlier in the summer. Lack of reliability is a sure way to experience a loss in ridership. Ridership is down by about 700 a day, certainly enough to be noticeable in a system that normally carries just under 8,000 daily passengers. Thanks to Marion J. Zych for the news.

Flashes

A group called the Right Track in the **ST. LOUIS** area is urging the extension of the MetroLink light rail line to the west and northwest parts of St. Louis County. The proposals involve the communities of Creve Coeur, Maryland Heights and Olivette. Another group is promoting an extension to Clayton, Missouri, along an alignment that would run south of Forest Park. The proposed route would leave MetroLink's current line

around Central West End station and follow Oakland Avenue before aiming into downtown Clayton.

Siemans Transportation System's Mass Transit Division at Sacramento, California, will likely supply the new light rail cars for the Utah Transit Authority in **SALT LAKE CITY.** The price tag will be $2 million apiece for the 23 SD100 six-axle articulated vehicles. The car shells will be built in Carson, California, and then sent to Sacramento for final assembly and testing. Construction on the 15-mile light rail line is expected to get underway in 1997.

Increasing ridership has caused NJ Transit to put the first six of 96 new Comet IV cars in MIDTOWNDIRECT service on the Morris & Essex Line. Bombardier Transit Systems is constructing the Comet IV cars. The price tag per car is about $1.2 million.

A correction. It was reported that overall heavy rapid transit ridership on the MTA **NEW YORK CITY SUBWAY** service had lowered. Subway ridership went up by a million in the first three months of 1996 in comparison with a like period in 1995. The average weekday subway ridership by July 1996 had increased by .2% over a year earlier. Indeed, 1995 saw ridership on the subway at the highest level since 1974 and up 1.1% from 1994. The first seven months of 1996 show ridership up about .8%.

Good news in dairy land. The **FRIENDS OF THE EAST TROY RAILROAD MUSEUM** and the Wisconsin Trolley Museum have announced in the *Wisconsin Trolley Gazette* (PO Box 556, Waukesha, WI 53187-0556) the purchase of some additional land and construction of a new 128-foot addition to the existing 124-foot-long carbarn. The building is expected to be completed by the Spring 1997.

Trolleys may once again be running on Germantown Avenue in Chestnut Hill and in parts of Philadelphia's Germantown area. The "Chestnut Hill Trolley" has now been changed to **"HISTORIC GERMANTOWN TROLLEY"** to indicate the proposed area of future operation. The historic Northwest Coalition in this portion of the city of Philadelphia has received funds from ISTEA to study the proposed operation. Speaking of Germantown, the Buckingham Valley Trolley Association has moved nine of its cars to the SEPTA Germantown depot.

The motor bushings on the **MBTA RED LINE** 18000 series cars suffered from a rash of failures. Fourteen of the cars had to be repaired because the motor bushings were discovered to have shifted in place. The new cars have run off about 80,000 miles and neither the MBTA nor builder Bombardier know the reason for the failure.

Jim Cerny reports in a recent study of benchmark cities, Pittsburgh rated number one in comparison with the other 14 benchmark regions in the percentage of commuters who use public transportation; 7.9% of **PITTSBURGH COMMUTERS** use public transportation.

There's a couple of new cars at the **PENNSYLVANIA TROLLEY MUSEUM** (Pennsylvania Railway Museum Association, Inc., One Museum Road, Washington, PA 15301-6133; 412/228-9256) has added to its fleet. Pittsburgh Railway line car M210 was donated by Port Authority Transit in March 1996, and Philadelphia's SEPTA supplied 2723, an all-electric PCC. The museum is 20 miles from Pittsburgh.

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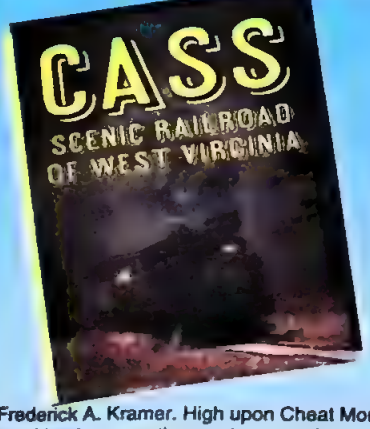

By Frederick A. Kramer. High upon Cheat Mountain and back across the crests, a soaring wave of giant spruce once ruled the endless skyline. It was virgin forest, immense and inaccessable. In bringing the trees down from their mountain stand, a logging railroad was needed. And the Cass Scenic Railroad was born. In these pages you will see photos of railroaders and lumbermen at work and classic shots by renowned photographer John Krause. **(A00908).....$8.95+P&H**

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EDITORIAL COMMENTARY

A RAILFAN Wedding Day

FUJICHROME, J.M BOYD

ASSOCIATE EDITOR STEVE BARRY has gone and done it. On December 28, 1996, Steve and Genie Smith were married in the Asbury United Methodist Church in Woodstown, New Jersey, just three blocks from the Salem-to-Swedesboro line of the Southern Railroad of New Jersey. With the railroad so close to the church, and with SRNJ operating a freshly painted F7 in the colors of the New York, Ontario & Western (former-B&LE 728), it seemed logical that a train should be a part of the wedding of an R&R staffer. A call to SRNJ president Joe Pettacio set it all up — the regular SRNJ freight fom Swedesboro was rescheduled to run on Saturday instead of Friday and would be in Woodstown for the post-ceremony wedding pictures.

KODACHROME, MIKE DEL VECCHIO

MR. AND MRS. STEVE BARRY were married in Woodstown, N.J., on December 28, 1996. Southern Railroad of New Jersey brought "O&W" F7 728 to town on their Swedesboro-to-Salem train for post-ceremony pictures of the couple and their party (top).

The wedding day was cloudy with temperatures in the mid-40s — not bad for New Jersey in December. The only problem was a chilly wind. Steve arrived at the church about an hour ahead of the ceremony and was greeted by the sound of horns downtown. The train was in Woodstown, and the crew was heading for the local diner and would be back in time for the pictures.

The ceremony went off without a hitch (except for Genie and Steve, that is), and after several photos in the church it was off to the tracks for the "railfan portraits." The locomotive was spotted, the bridal party posed, editor Boyd and former associate editor Mike Del Vecchio snapped the photos and it was off to the reception. The SRNJ crew offered the groom a cab ride, which was politely turned down (but I'll be back — S.B.).

Steve and Genie have moved to the New Jersey mountains near RAILFAN'S

hometown of Newton. Genie appreciates the quiet of the area. Steve's particularly happy that their house is located inside the NYS&W's "Sparta Loop," and it's only a ten-minute drive to either the former-Lehigh & Hudson River side of the loop near Vernon or the Susquehanna side at Stockholm.

Thanks go out to the employees of the Southern Railroad of New Jersey. Their generosity put a fitting finale on the wedding day of Mr. and Mrs. Steve Barry — C.K.

So, you want to ride a private car?

If you are interested in chartering a private car like the Georgia 300 (**page 46**), here's what to do to insure that your experience is exactly what you envisioned, courtesy of Diane Elliott, executive director of the American Association of Private Railroad Car Owners:

1. Buy AAPRCO's annual *Charter Referral Directory*, a special issue of the group's bi-monthly magazine, *Private Varnish*. The 1996 *Directory* illustrates and describes more than 50 cars available for charter. Send a check for $5.00, which includes postage, to the Association at 106 N. Carolina Avenue, S.E., Washington, DC 20003.

2. Review the cars available for charter and register your interest with owners of cars that appeal to you. Do you prefer to travel in a business car? There's the Georgia 300, the *Chapel Hill,* The M-K-T 403 and others. A dome-sleeper-lounge car? Try the *Northern Sky,* the *Sierra Hotel,* the *Silver Solarium* and the like. Do you want to accumulate rare miles? That's a specialty of the *Caritas.* Are you interested in railfanning's history? Charter Lucius Beebe and Charles Clegg's *Virginia City* (Yes, the original opulent splendor — which prompted a visiting movie mogul to remark on entry, "I'll speak with the Madame, but only have time to send my regards to the girls upstairs." — remains.).

3. Inspect the car you are interested in retaining. Meet and talk with the owner. Air your wishes and concerns. Ask for references. Most of all, evaluate, evaluate, evaluate.

4. Allow plenty of time when arranging your trip. With six months notice, you can probably go anywhere at any time, in any level of comfort and service you desire.

A long lead time has several benefits. If other car owners later register to be moved by the Amtrak train pulling your car, the ideal position — at the rear of the train — goes "first come, first served." Also, a six-month or more lead time enables the car owner to fill the car for a return trip. If this cannot be arranged, you will pay a dead-head fee to return the empty car to its home station. Conversely, for short notice you will incur a "hefty" penalty if the car owner gives Amtrak less than 15 business days notice of a move. Even then, only a simple move may be possible.

"Amtrak's truncated routes, and the less-than-daily schedule of some trains, makes complicated moves on short notice virtually impossible," says Diane Elliott. At what point will Amtrak say "No?" Ms. Elliott responds, "Notice of less than 48 hours."

What does all this cost? "The price range for a full car charter is between $3,000 and $6,000 per day," Elliott says. That includes the crew, a profit for the owner, Amtrak live line charges (currently $1.80/mile) and any switching and car parking required. "The price," she adds, "also depends on the level of service you require and the number of people accompanying you, as well as the complexity of your trip. A simple run, such as New York to Florida, isn't going to cost a lot if it is scheduled in advance. But if you are on a two week trip around the country, with lots of lay overs, look to pay the higher number." Because these cars typically hold at least six on overnight runs, you can bring the per-person cost to within reason by organizing a group of like-minded friends.

What about booking a single space? Ms. Elliott suggests that you first find someone who will do that. "Very few owners do, though," she cautions. "Some, like the owners of the *Caritas* (business car) or the *Dover Harbor* (sleeper-buffet-lounge), operate excursions. Other owners maintain their own mailing list of interested individuals but don't formally charter. Sometimes upcoming trips appear in the events listings in the railfan publications. Private fleets, such as *Montana Rockies Rail Tours* and the *American Orient Express,* are another possibility." Finally, there is the AAPRCO annual meeting, which usually involves one or more special trains. If you hook up with a car owner to enjoy one of these, you will be required to become an associate member of AAPRCO, for an annual fee of $90 — JAMES D. PORTERFIELD.

Michigan Southern leased

Shortly after we printed Tom Hillebrant's story of the Michigan Southern in the March 1997 R&R, we got word that the railroad had been "sold" to Pioneer Rail Corporation. In truth, Gordon Morris retained ownership of the railroad and has simply leased the Michigan Southern to Pioneer for operation. All employees have been retained, and train operations continue as before. The only change is that, "Gordon isn't here every day to run things" — J.B.

"Success of the Decade"

The Tennessee Pass excursion that we encouraged folks to ride in last month's MARKERS because the sponsoring organization and others felt it might be a slow seller has been the "Success of the Decade." The trip is a three-day sojourn from Denver to the NRHS Convention in Salt Lake City via the Royal Gorge and Tennessee Pass sponsored by the Central Coast Chapter for June 21-23, 1997. Power will be Union Pacific's E9s and very likely 4-8-4 844.

By the time the March issue was arriving for most of you, the last of the available tickets for the *Royal Gorge Steam Special* were being snapped up. Tour operators grabbed most of the 650 available seats almost immediately, and the few individual seats the chapter still had were quickly sold. Most tour operators had already resold their tickets in a matter of days, and by the time you read this there will likely be no tickets available through any group. It seems the people that got their orders in early enough to get a seat found out about the trip on the Internet.

The Central Coast Chapter NRHS sends its thanks to all those supporting what could very well be the last excursion over Tennessee Pass — S.B.

The ampersand is a question mark

While everyone has pretty much assumed that BNSF was an "official" railroad for all of 1996, the fact is the Burlington Northern and the Santa Fe did not officially merge

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KODACHROME RONALD G MELE

BN's *SANTA CLAUS EXPRESS* displayed in Birmingham, Alabama, on December 7, 1996, on the Birmingham Southern Railroad. The five-car train and GP28M 1506 were decorated and staffed by BNSF employee volunteers.

MORRIS COUNTY CENTRAL 4039 was decked out as "Santa Chooch" at the Whippany Railway Museum in New Jersey on December 9, 1996 (**right**). The former-U.S. Army Alco 0-6-0, built in 1942 and currently awaiting restoration, had debuted under steam in December 1976 in similar attire. Museum members John and Joan Terry designed the face for the 135-ton Santa switcher.

KODACHROME WHIPPANY RAILWAY MUSEUM STEVEN HEPLER

THE NAPA VALLEY WINE TRAIN has purchased a former-Milwaukee Super Dome for its famous dinner train. The car was at Los Angeles Union Station on December 7, 1996, (**below**) on its way to Napa from Florida after being painted at the Ringling Brothers Circus train shop. See RAILNEWS.

KODACHROME TOM SAVIO

KODACHROME STEVE BARRY LUMEDYNE LIGHTING BY STEVE BARRY FRED JONES and JOHN TULLY

KODACHROME SANDY BURTON

MORE FALLEN FLAGS are now appearing on locomotives in the Garden State through the United Railroad Historical Society of New Jersey. The latest URHS efforts were unveiled on the Black River & Western Railroad at Ringoes, N.J., on December 22, 1996. Navy Baldwin VO1000 No.19 was painted blue and numbered 412 to represent a B&O unit (the B&O's 25 VO1000s were numbered 413-437). The painting diagrams were provided by Dennis Fulton of the B&O Railroad Museum. Also making its debut was Central Railroad of New Jersey GP7 1514 which has been restored to its original appearance (**left**). It last operated as NJ Transit 5902. CNJ 1514 will be displayed at the Whippany Railway Museum. The URHS also owns CNJ GP7 1523, which will be leased to the BR&W.

SANTA FE 4-8-4 2921 sits in eight feet of water in Beard Brook Park in Modesto, California, at the crest of record flooding on Dry Creek and the Tuolomne River on January 4, 1997. Placed in the park in July 1960 and undergoing cosmetic restoration since 1996, the 1944 Baldwin usually rests well out of harm's way. Santa Fe 2921 aside, the great flood of 1997 had little effect on Modesto's rail operations. The waters weren't as kind to other parts of the state. For a summary of the great floods see page 22.

until December 31, 1996. Hang with us while we untangle the legalities of what has happened. On September 22, 1995, Burlington Northern Santa Fe Corporation (BNSF) was formed to manage two railroads: Burlington Northern Railroad and The Atchison Topeka & Santa Fe Railway. The two railroads were essentially managed as one organization throughout 1996. The merger of the two railroads into "The Burlington Northern and Santa Fe Railway Company" occurred on December 31, 1996, with both the parent corporation and railroad referred to as "BNSF."

Here at RAILFAN, our "style" is to use ampersands in place of "and" in railroad names, so we'll refer to the new road as "Burlington Northern & Santa Fe" when we write out the complete name. We will stick with "BNSF" when we abbreviate it. After all, "BN&SF" is a mouthful to write, never mind say. And besides, the railroad is not planning to add ampersands to the sides of its locomotives — S.B.

New York State museums

If you're interested in visiting the two museums in New York state that share opposite ends of the same branch that are mentioned in "A Second Chance" (**page 8**), author Christopher Hauf sends the following:

"The New York Museum of Transportation is located on East River Road just north of Route 251 in Rush, N.Y. The Rochester & Genesee Valley Railroad Museum is located on Route 251 just west of East River Road also in Rush. The NYMT is open year around on Sundays from 11:00 a.m. to 5:00 p.m. The R&GVRR Museum is open May through October on Sundays. Track car rides are offered May through October. For more information, check out the R&GVRR Museum/NYMT website on the Internet at http://www.rochester.ny.uskailmuseum.html."

A house by the "tracks?"

My longtime friend Mike Schafer of Waukesha, Wis., is the eternal pessimist. What would one expect of the former editor of *Passenger Train Journal* who watched steam give way to diesel, real passenger trains yield to Amtrak and E-units get replaced by SDP40Fs? Mike's guiding philosophy in life is "Everything turns to crud" (or words to that effect).

Well, Mike is about to fulfill a lifetime dream of building his own home, which will include space for his Andover Junction Publications office and a basement for a model railroad. Last fall he bought a piece of property east of Rochelle, Illinois, adjacent to the BN's "C&I" line, the old CB&Q Aurora-Savanna main line, one of the hottest pieces of railroad in the Midwest (and only 15 minutes from the new Steak 'n' Shake in DeKalb). But even Mike can see a down-side to this. A recent letter concluded with:

"Of course, now comes the news that BNSF will be rerouting some traffic off the C&I and via the IC through Rockford, and that CN trains that currently operate via the BN to Chicago are to go via a WC-UP routing. I predict that as soon as I move to Illinois, BNSF will buy the CP's Chicago-Milwaukee-Twin Cities main line and sell the C&I to the Pioneer Rail Corporation, which will reduce service to 'as needed.' Then Pioneer will sell it to the state of Illinois to become the new 'Trail of the *Zephyrs*' hiking/biking path!"

Mike, relax. Take two Chili-Mac's and call me in the spring.

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(Issue #18)

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RAILNEWS

KODACHROME: DAVID J. MERDEW

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A LITTLE BIT OF CLAY derailed two CN locomotives and six empty hoppers on November 16, 1996, near Ashcroft, British Columbia. CN C40-8M 2415 and C44-9WL 2502 were photographed at the scene two days later. See RAILNEWS.

A WASHOUT FORCED Conrail coal trains destined for a power plant in Portland, Penn., to detour over the Delaware-Lackawanna Railway between Scranton and the Delaware Water Gap. On December 22 B40-8 5071 led a train over the former DL&W main at Pocono Summit (**left**) and through a re-opened connection at Analomink (**below**). See RAILNEWS.

KODACHROME: CHRISTOPHER KIMLER

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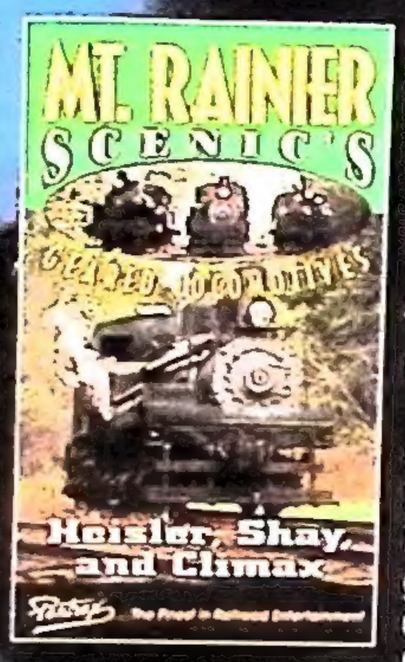

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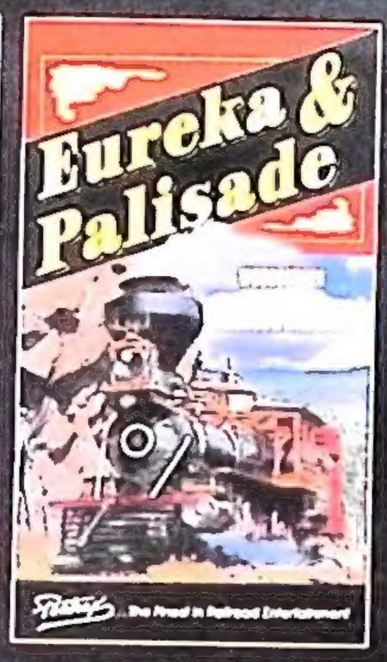

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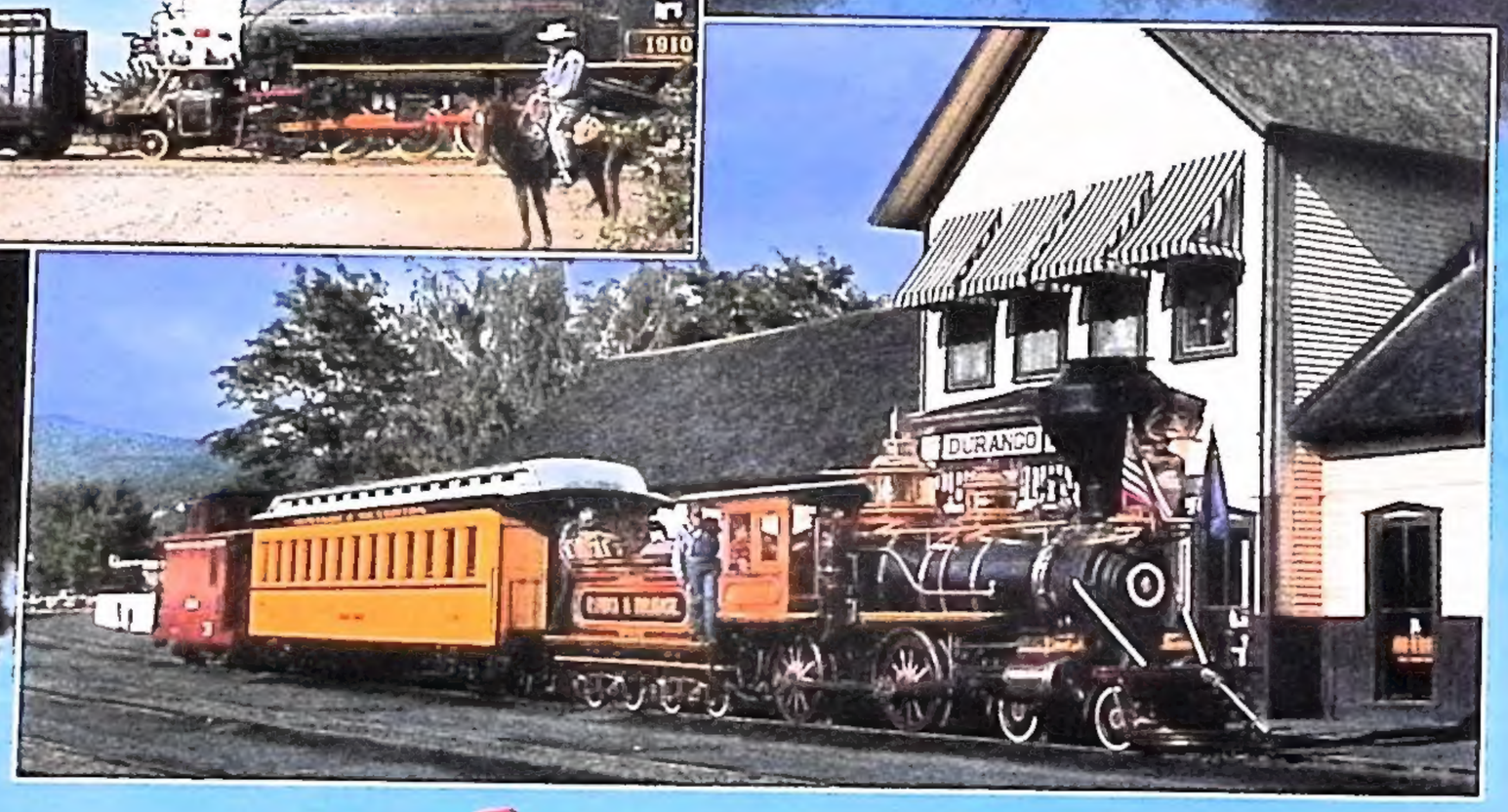

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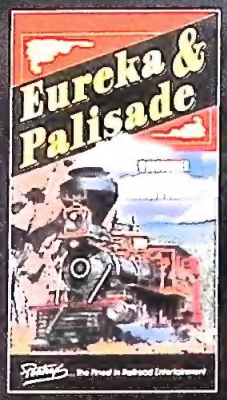

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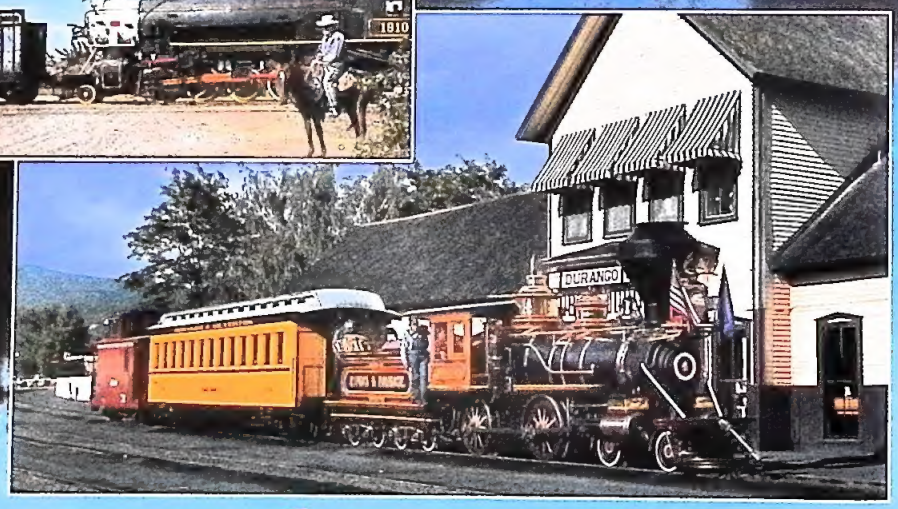

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